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Offshore

The Magazine of OFFSHORE OPERATIONS

Report To Drilling Contractors
Pages 30-55

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Mr. Ed Osborne
The Rig-A-Lite Company
Houston, Texas

Dear Ed:

We are happy to grant your request to use photographs of our new drilling barge in your advertising program.

As you know, all of the major components of this barge were carefully selected with the aim of producing the best and most practical drilling barge obtainable.

The Rig-A-Lite equipment which was used exclusively throughout the barge certainly meets these qualifications and is, in our opinion, very excellent equipment.

Sincerely,

MJC:lw

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. . by George

with TWO Tandem Twin Diesels

The "High Tide," a 136' offshore supply vessel recently launched at Alexander Shipyards, New Orleans, built for Tidewater Marine Service, Inc. Main propulsion units are a pair of matched GM 6-110 tandem twin Diesels, supplied by George Engine Company. Full electric power is provided by two 30 kw AC Generators. Use of tandem twin Diesels means ease of service and replacement of parts, assures reserve power in event of failure of even three of the four GM-6-110's.

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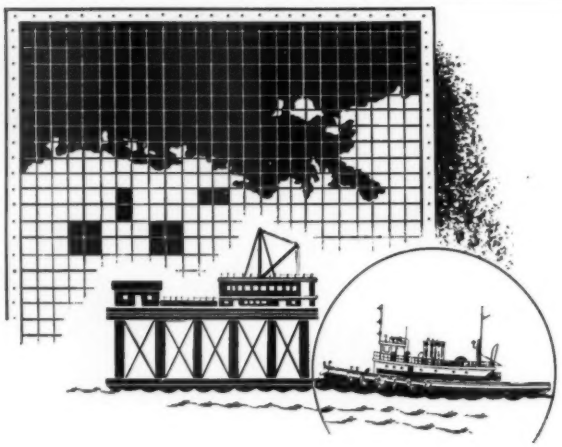
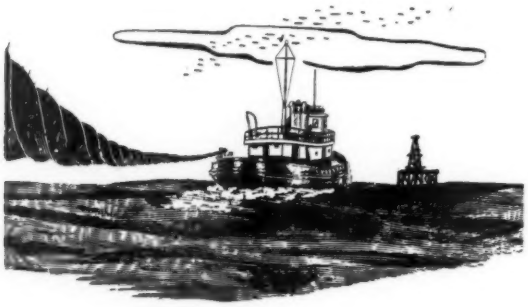


CRESCENT TUGS

. . . Complete the picture

With years of experience serving the distant reaches of the Gulf, Crescent leads the way in providing fast, dependable towing facilities for the oil and gas industry's expanding offshore operations.



The Crescent fleet is adding a new chapter to its record of towing excellence . . . completing the picture with another special service for a special need.

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TOWING & SALVAGE CO., INC.

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Phone: TUlane 0611 (office) • FOrest 6-1521 (dispatcher)

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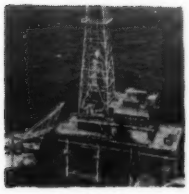
Boom Off Borneo 17

Reefs 25 miles out in the South China Sea are the site for a British Malayan wildcat

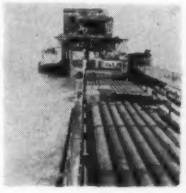
Drill Barge Support 27

Drydock-drill barge combination completely salvageable, can be rapidly raised for towing



Packaging Pays Off 30

Penrod Drilling uses a three-deck packaged rig, top-notch crews for smooth operations



Llano Goes To Sea 37

Rig 6 for a West Texas drilling contractor costs $2.25 million, seems almost two rigs

To Fantail Field 59

Two dozen helicopters are slashing transit time for operators in the Gulf of Mexico

Photo credits:

Geoffrey Kerr—17, 19; Jack Beech—20; Bell Aircraft Corp.—25; John W. Mecom—27; Arthur I. Coyle—30, 31, 32; Jim Cockrum—33; Coyle—37, 38; Avondale Marine Ways—38; Llano Drilling Company—40; Coyle—41, 45, 49, 53; Tom Cone, Oil Well—5; Llano Drilling Company—55; Coyle—59; Kerr—60; Blount Marine—65; Avondale Marine Ways—66; Map, Shell Oil Co.—73; The Texas Co.—78; Kerr—78; Shell Oil Co.—83; Cartoon, Hank Roesler—88.

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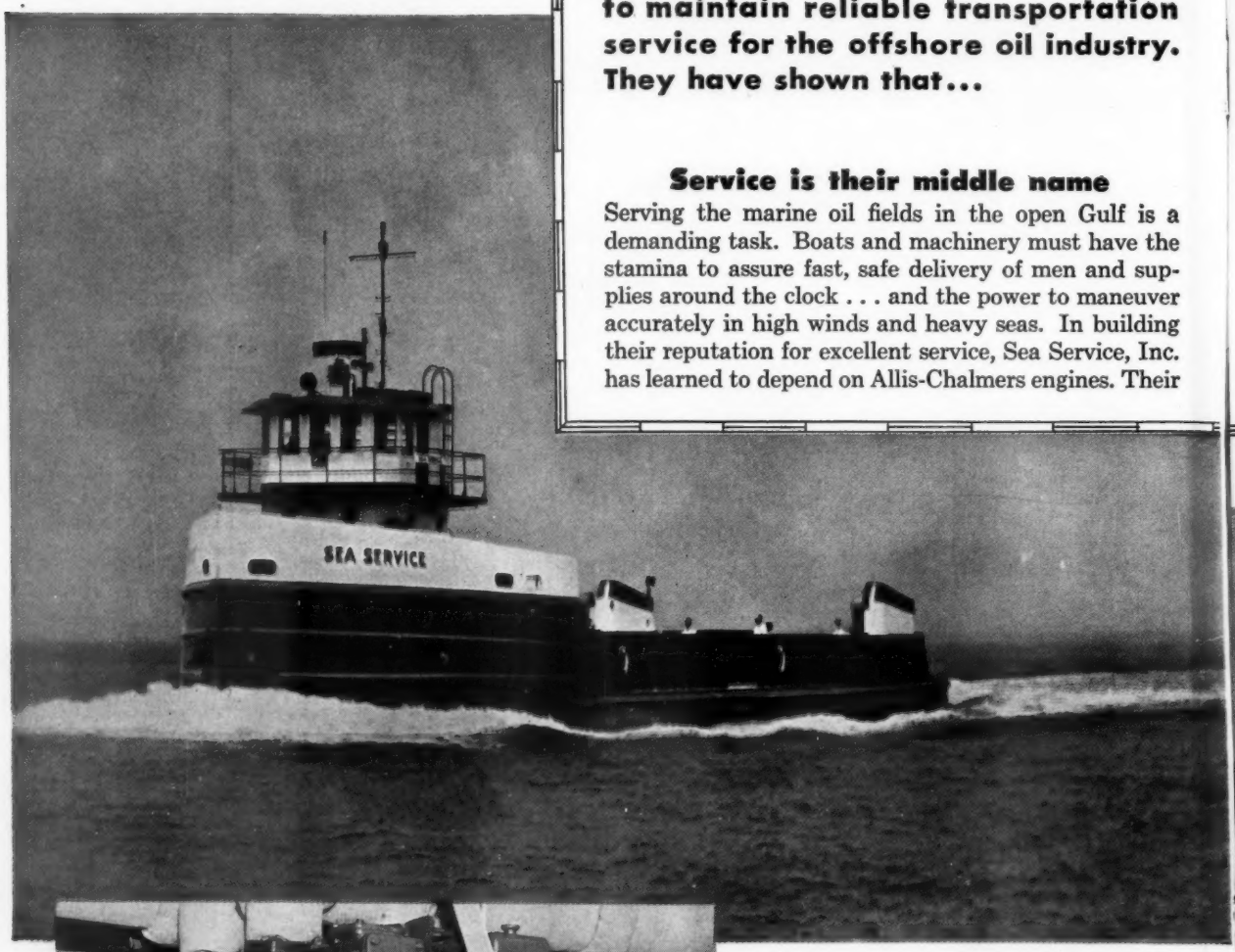
Sea Service, Inc. depends on over 10,000 HP of Allis-Chalmers diesels

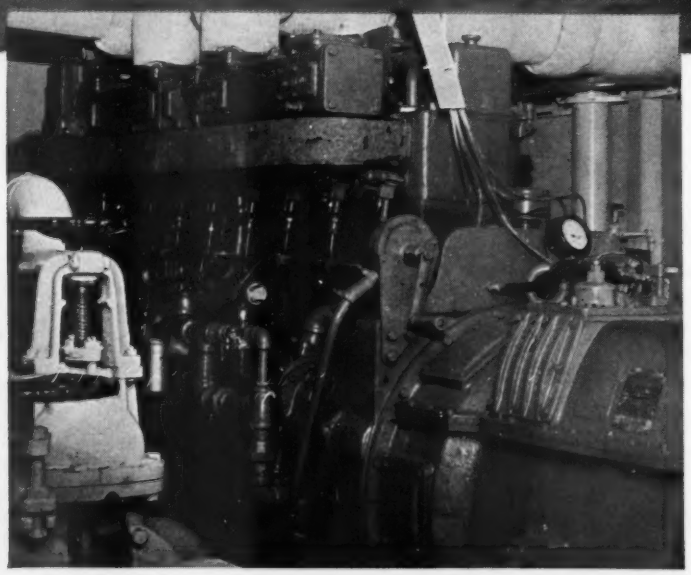
to maintain reliable transportation service for the offshore oil industry. They have shown that...

Service is their middle name

Serving the marine oil fields in the open Gulf is a demanding task. Boats and machinery must have the stamina to assure fast, safe delivery of men and supplies around the clock . . . and the power to maneuver accurately in high winds and heavy seas. In building their reputation for excellent service, Sea Service, Inc. has learned to depend on Allis-Chalmers engines. Their



M/V Sea Service is one of six large supply ships in the Sea Service, Inc. fleet. It is 135 ft long, 32 ft wide and is powered by two Allis-Chalmers 516-hp super-charged diesel engines. It carries 600 long tons of deck cargo — mud, cement pipe and other supplies or equipment.



This is one of two 516-hp Allis-Chalmers engines which power the supply ship *Sea Service*. Counting auxiliary engines, the present fleet of Sea Service, Inc. uses over 10,000 hp in Allis-Chalmers diesels.

fleet of six large supply vessels and seven modern crew boats utilize . . .

Over 10,000 HP of Allis-Chalmers diesels

The Allis-Chalmers marine diesels now in Sea Service boats total 8,658 hp in main propulsion engines and 1,510 hp powering generators and auxiliaries — all providing the kind of dependable power essential to this type of service.

This proven dependability and economy is available to you for almost any power requirement. So before you repower or specify any engine in a new boat, ask your Buda Division Marine or Oilfield Dealer for all the facts. Write for free catalogs.

ALLIS-CHALMERS, BUDA DIVISION, MILWAUKEE 1, WISCONSIN

ALLIS-CHALMERS

BM-5

The *Gulf Service*, top, and the *Buda Driller*, just above, are two more Sea Service vessels that are familiar to the eyes of offshore oilfield people. The Allis-Chalmers marine diesels on the *Gulf Service* consist of two 2505 main propulsion engines and two 468 generating units, and on the *Buda Driller*, a pair of turbo-charged 1125 main engines and BD77 generating sets.

The 82-ft *Oil Service* is one of seven "outside" crew boats operated by Sea Service, Inc. Powered by two 300-hp Allis-Chalmers continuous-duty engines, it is Coast Guard-certified to carry 31 passengers.

Tying up to "Mr. Charlie" in calm waters like this is duck soup for the utility tender *Pelican Driller*. Like all ships in the Sea Service, Inc. fleet, it has ample reserve power to maneuver quickly along-side offshore rigs in any weather short of a full-scale hurricane. The *Pelican Driller* develops 680 hp with its two Allis-Chalmers supercharged marine engines, and has two Allis-Chalmers auxiliary engines of 114 hp.

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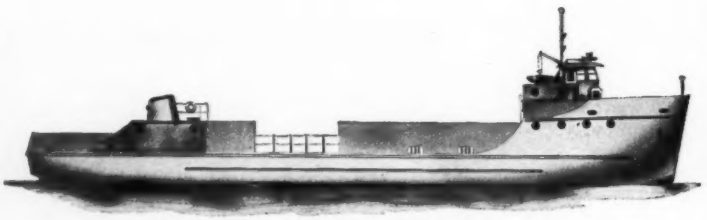

This artist's conception is representative of the quality and design and construction of our projected fleet of 138' Offshore Supply Vessels. The first vessel is being completed at Lockport Shipyard, Lockport, La., and will be in operation this month.

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Offshore Transportation Corp.
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NEW ORLEANS, LA.

Way Offshore . . .

With the Publisher

HEY! We've started a dog-goned department we think you'll like. It's called "Toolpushers of Note," and the first un' was run last month. It was about Gulf Refining Company's senior toolpusher at Leeville, La., Warren Bourgeois.

This month we're running features on two toolpushers: Frank C. Brewer, drilling and production foreman with The Texas Company in Houma, La., and Cordell Hull Vincent, senior drilling foreman with British Malayan Petroleum Company in Seria, Brunei. Vincent has just retired and is on his way back to his old stomping grounds in Kentucky and Tennessee.

In July, we'll carry a yarn about M. C. "Smoky" LaGrone, senior toolpusher with Llano Drilling Company. Smoky is pushing tools on Llano's Rig 6, which is on its first location in "whale pasture," south of Morgan City. We've done what we think is a slam-bang feature on the rig in this issue.

In August . . . well, we've got a bunch more of your old sidekicks lined up for future issues. And while we're on the subject, we've got a suggestion to make.

We'd like for tool pushers everywhere to start dropping us a note now and then, to keep us posted on transfers, changes of address, what rigs you're running—the kind of hell you're raising! If you're on a marine rig, fine. If not—the readers of this here marine oil journal own and operate over 2,100 land rigs, so we figure they'll be interested in knowing your whereabouts even if you're running a pea-knuckle cable tool rig out in Santa Fe County, New Mexico.

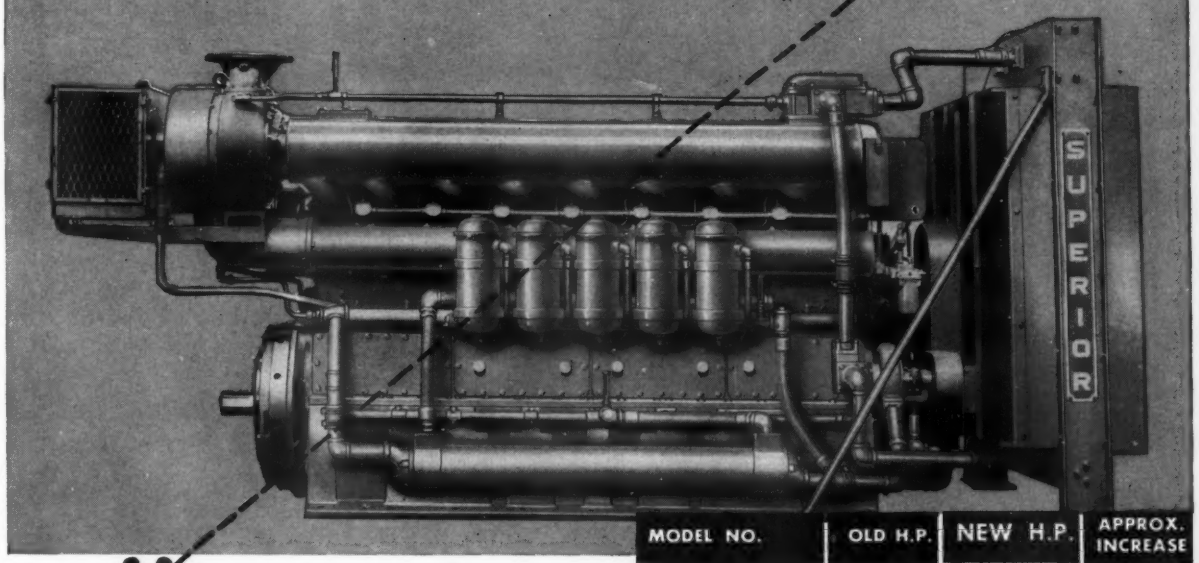
So drop us a postcard—and we'll print it. We'd like to see our toolpusher's page grow to a fat four or five pages. If you're around Conroe, Texas, drop by. If not, just write us at P.O. Box 977-T, Conroe, Texas—and we'll take it from there.

Long John Latham

White's NEW SUPER PTD gives you

30% MORE POWER*

. . . and more cost-saving features!



MODEL NO.	OLD H.P.	NEW H.P.	APPROX. INCREASE
Super PTD-6	280	364	30%
Super PTD-8	375	485	29%
Super PTDS-6	460	560	22%
Super PTDS-8	620	750	21%

*CONTINUOUS WORKING HORSEPOWER

Maintaining Superior's conservative rating. Including fan and all other accessories. Continuous at 900 RPM. No correction necessary to 1500 feet elevation and 90° F.

Now, White's newly improved Super PTD Diesels give you even more drilling engine advantages than ever before! You get greater power with no increase in size . . . resulting in less weight and less cost per horsepower! You get greater working ability . . . more lugging power for easier hoisting, and faster acceleration for quicker round trips and for fast pipe handling. They have plenty reserve power too for emergencies, and enable you to get more power from fewer engines on multiple engine rigs.

Super PTD's provide power comparable to other engines having more cylinders . . . thus, the more simple design with fewer cylinders and internal parts offers outstanding advantages in requiring fewer replacement parts and lower maintenance and repair costs.

White's new design and engineering advances have also achieved even greater dependability, smoother operation, increased engine life and highly improved engine efficiency. Get all the facts from leading rig manufacturers, or through White Diesel representatives available in all oil field areas, or through White Diesel Engine Division.

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THE WHITE MOTOR COMPANY • *Plant and General Offices: Springfield, Ohio*

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NATIONAL METAL & STEEL CORP.

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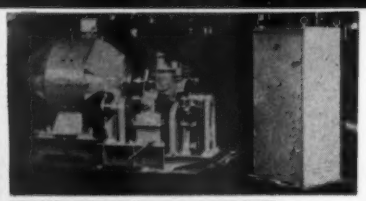
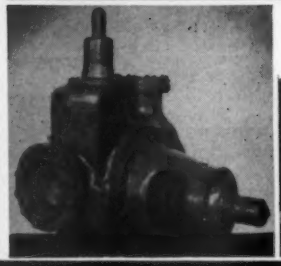


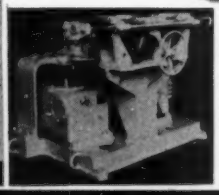
PUMPS

90 HP HYDRAULIC, MFR. STETSON-ROSS, #108
MOTOR: WESTINGHOUSE, 230V, 575-RPM; with panel

ROTARY PUMP
MFR. NATIONAL TRANSIT,
10" X 8" TYPE B, 750 GPM



GEARS



STEERING ENGINE GEAR MFR. BALDWIN LOCOMOTIVE WKS.
SIZE: 300V-T
RATIO: 39:1
MOTOR: MFR. CROCKER-WHEELER; 10 HP; 1750 RPM; 230 VOLTS

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- DIESEL ENGINE SPARE PARTS
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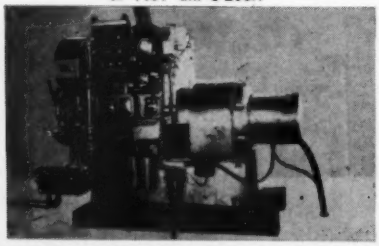
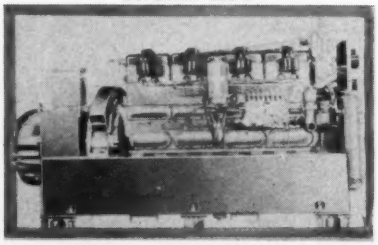
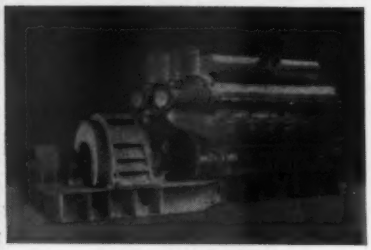
75 KW AC 3/60/220-440V
GM 6-71

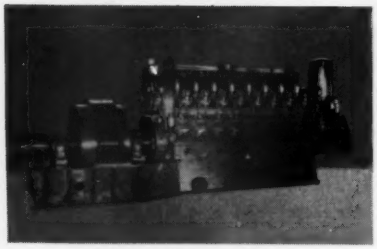
100 KW AC 3/60/220
or 440V GM 3-268A

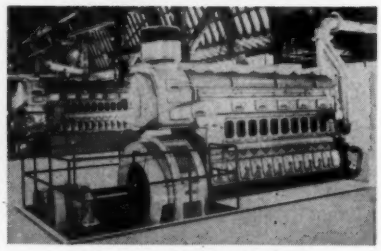


100 KW DC 120-240V
SUPERIOR GDB-8









750 KW AC 3/60/480
or 2400V GM 12-567

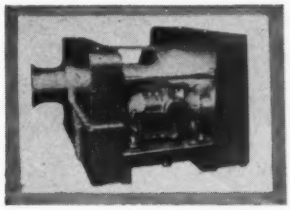
1000 KW AC 3/50 or
60/2400-4160V GM 16-278A

1136 KW AC 3/60/2400-4160V
FM 38D8 ⅛

25 KW AC, 3/60/120-208V, BUDA 6DTC
25 KW AC, 3/60/120-208V, CUMMINS HI
30 KW DC, 120V GM 3-71

50 KW DC, 125V, BUDA 6-DHG
100 KW AC, 3/60/440, WINTON 6-228

WINCHES

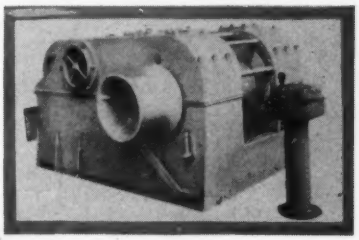


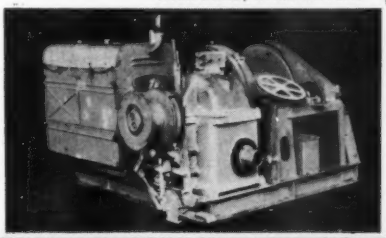
ELECTRIC DRIVEN

MFR.: W. A. RIDDELL CORP.
TYPE: CLASS 8590 — SINGLE SPEED — U.S.M.C.
CAPACITY: 7,450# @ 220 FPM
MAIN DRUM SIZE: 18" DIAM. MOTOR DATA:
MFR.: WESTINGHOUSE ELECTRIC MFG. CO.
TYPE: UW, 50 HP, 230V DC, COMPOUND

ELECTRIC DRIVEN

MFR.: LAKE SHORE ENGINEERING CO.
TYPE: UNIWINCH TYPE U-11, SINGLE SPEED, SINGLE DRUM AND GYPSY
DRUM STOWAGE & CAPACITY: 650'—¾" WIRE ROPE WITH LINE PULL OF 7450# @ 220 FPM, 3720# @ 290 FPM
WINCH MOTOR: ALLIS CHALMERS, TYPE EBM-11, 50 H.P. 230 VOLT D.C., COMPOUND, INTERMITTENT

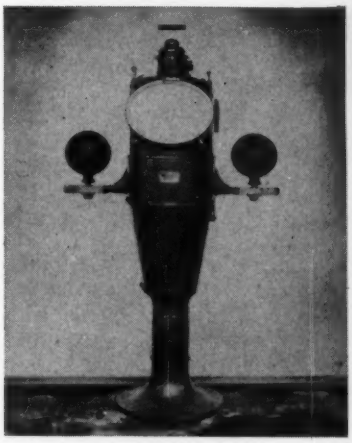




GASOLINE DRIVEN

MFR..... PARKERSBURG RIG & REEL
TYPE.....IV
CAPACITY.. 15,750# @ 42FPM
STOWAGE.. 900 FT, ¾" WIRE ROPE
MOTOR:....CHRYSLER, MODEL T118, 6-CYL

COMPASS BINNACLES



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CRANKCASE ASSEMBLIES

FOR GM MODEL 8-268A
NEW—UNUSED—SURPLUS
PORT: PART NUMBER 3273444
or 3275746
STARBOARD: NUMBER 3275747
FRACTION OF REPLACEMENT COST

CRANKSHAFTS

MFR: BUSCH-SULZER
LENGTH: 26' 10"
DIAMETER: 13¾"
THROWS: 8
WEIGHT: 26,000 #
8 CYLINDER 20½" X 27½"
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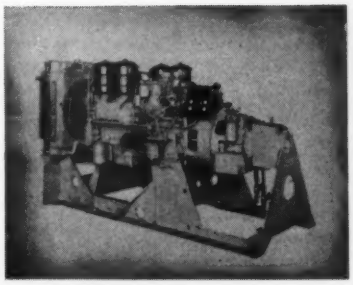
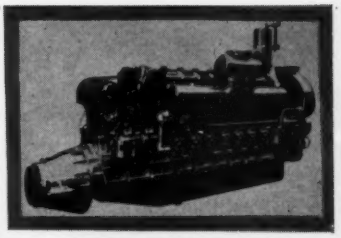
720 RPM DIESELS

DIESEL ENGINES



GM 6071 TWIN 275 HP
@ 1800 RPM WITH TWIN DISC
TORQUE CONVERTER



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A certified true story

On Offshore Construction

TROUBLE with this offshore business is there aren't enough screwballs in it.

If there were, it would be easier to create a legendary character on the order of Paul Bunyan, or Pecos Bill, or Gib Morgan.

As it is, no one will believe the true story of Plaquemines Peter and the GTP.

Pete was born in the oil patch. When Pete's Pop retired after 48 years as a cable tool driller the boss asked the old man how come he was quitting. "Can't seem to get the hang of it," said the old man thoughtfully. "Well," said the boss, "you probably wouldn't have liked it anyways."

Pete—some folks called him Plaq—always was a big boy. When he was just 16 he was out fishing and lost a hook, line and float. But with Pete the hook was a Danforth anchor and the line was 2½-inch chain and the float was a 50-barrel oil drum. Fourteen years later an offshore operator located the oil drum and mistaking it for a well site marker spotted a self-contained platform right on top of it. The company had drilled four 1,000 barrel wells from that same location before they discovered they were on a federal cat fish and crawdad preserve and had to move off.

Which brings us to the story about Pete and his invention. The big guy noticed how well alphabetical drill tenders like the LST (landing ship tank) and YF (yard freighter) were doing, so he decided to invent an alphabetical self-contained platform. After three days of calculus and freehand drawing he came up with the GTP—Golf Tee Platform.

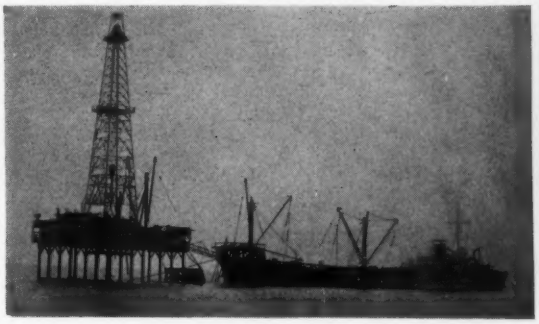
Pete's GTP was erected by an oil company some distance off South Texas. Matter of fact, the government of Cuba claimed ownership on half of that large tract.

The GTP was supported on one 10-foot diameter caisson. About 60 feet above the surface it flared into a full-sized drilling floor. Since the location was in 2,000 feet of water the steel caisson, being flexible, waved back and forth. Pete took advantage of this by hitching a cable to lighthouses in Havana and Corpus Christi and using the motion to turn generators for power supply.

Trouble with this business is there aren't enough screwballs in it. If there were, somebody might believe this true story about Plaquemines Pete.

The Editor

Have you received . . .



The *Recent* PRS Literature

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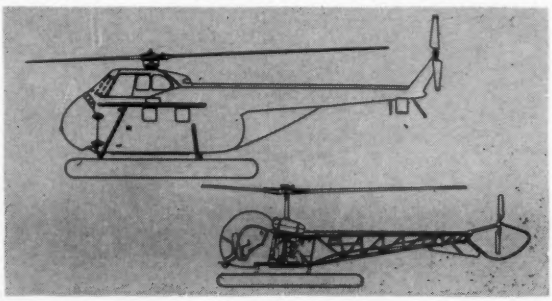

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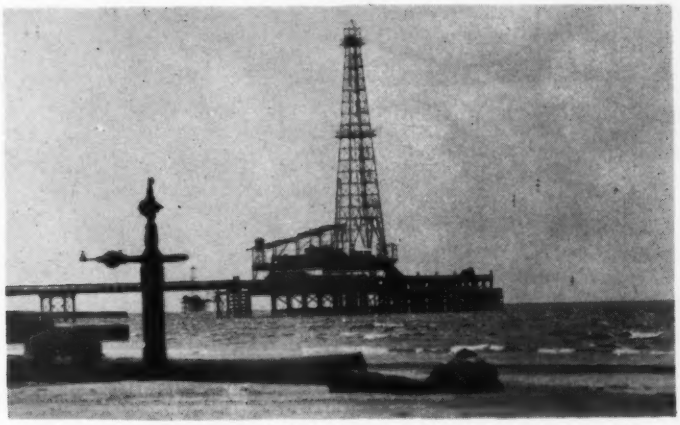
June, 1956 **Offshore** Vol. 4, No. 4

Boom In British Borneo



Seria marine drilling extends from this new platform, 1,000 feet from land, to a platform just erected 25 miles at sea.

British Malayan Petroleum will drill two wildcats in the South China Sea, one of them 25 miles out

By GEOFFREY KERR
Borneo Representative

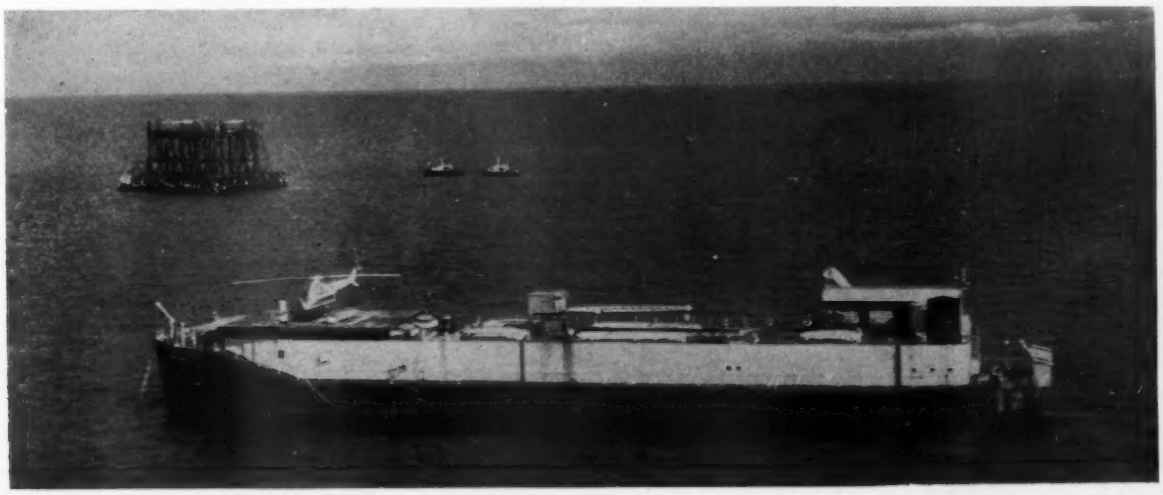
LAUNCHING of the first section of a British Malayan Petroleum Company self-contained platform 25 miles off the coast of Brunei is the first major step in an exploratory program attempting to locate new fields to add to British Borneo's present 115,600 b/d production.

Recent marine surveys by BMP geologists have located a number of promising structures beneath the South China Sea, and British Malayan presently has two platforms—by far the largest seen in Borneo to date—under construction for use in marine wildcatting.

Ampa Patches . . . The first of the two platforms will rise on a series of coral reefs within 30 feet of the surface of the South China Sea 25 miles offshore from Tutong, a small township on the coast 30 miles from the existing Seria field, which has production of 114,000 b/d.

The coral reefs form a miniature submarine mountain range. Divers who have investigated the area report towering peaks and deep crevasses of multi-colored coral. Ampa

(Continued on page 19)



The dumb lighter FROSTYLIGHT, with Ampa Patches platform in the background. FROSTYLIGHT serves as a workshop and quarters ship for erection crews. Platform is half erected in this picture, taken 25 miles off Seria.

On the mobile drilling platform "Scorpion"

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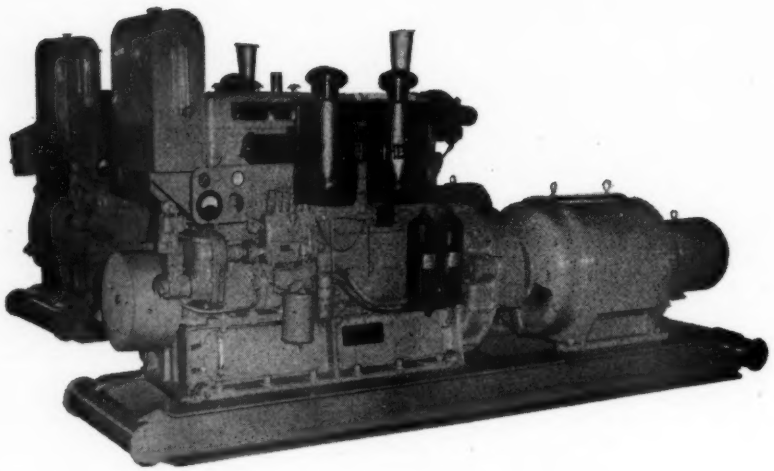
Model NKDBS Turbo Charged Full Diesel Engine Driving Electric Machinery, 150 KW 1200 RPM A-C Generators, on Zapata Off-Shore Company's "Scorpion"



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Boom in Borneo

(Continued from page 17)

Patches, marked as a hazard to navigation on charts, is normally avoided by shipping.

On April 30, BMP secured the first section of the Ampa Patches platform to the sea bottom. The second section was launched alongside the first in mid-May, and with reasonable weather and snag-free fitting-out operations the Ampa platform should be drilling in four to five months time.

Siwa . . . Location for the second platform, scheduled for launching early in June, is a pinpoint on the sea eight miles from the coast of Sarawak and about 18 miles in a diagonal line from the declining oilfield at Miri. (1,500 b/d)

Siwa appears on no charts. Its name was arbitrarily chosen and refers to the Sungei Siwa, an insignificant jungle river whose mouth is the nearest named geographical feature. There is no coral on the seabed at Siwa, where the water is about 75 feet deep. The Siwa structure should be in operation one or two months after Ampa Patches.

The platforms . . . The two Brunei structures are identical in design. Each is divided into two areas—one domestic, the other industrial. The industrial area of each platform will be mounted on three sets of massive steel legs piled into the seabed and topped by a double deck platform 60 x 150 feet. The top deck is to contain pipe racks and the rig; the totally enclosed lower deck will serve as a warehouse and protect the generating station, radio plant, workshop, and large fresh water tanks.

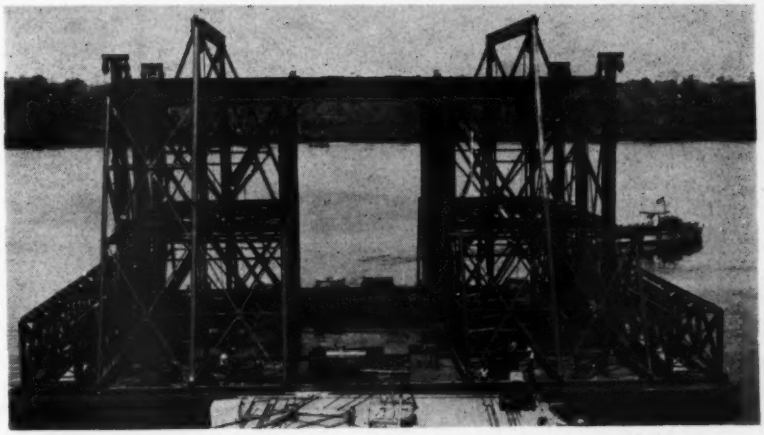
Because the South China Sea is temperamental and boat connections are thus uncertain, each platform will carry enough drillpipe, casing, mud chemicals, and other materials to complete a well without recourse to supplies from shore.

Sea water is to be used for drilling mud.

A 50′ x 60′ platform on one set of legs, connected to the drilling area by a short oversea gangway, is to serve domestic purposes. Living accommodations for 35 men—two drilling crews, a medical dresser, radio operator, service mechanic and kitchen staff—are planned.

Domestic platforms will be topped by helicopter landing decks to accommodate the Westland S-55 eight-seaters BMP is currently using. Based at Seria, the helicopters will probably make two trips a day to each platform, and surface vessels will keep the structures supplied with heavier materials and fresh water as weather permits.

The 2,000-ton dumb lighter **Frostylight**, formerly used by BMP as a warehouse ship at Labuan, North Borneo, has been converted into a floating workshop and stores depot for the marine operations. The ship was fitted with heliport and a large radio installation.



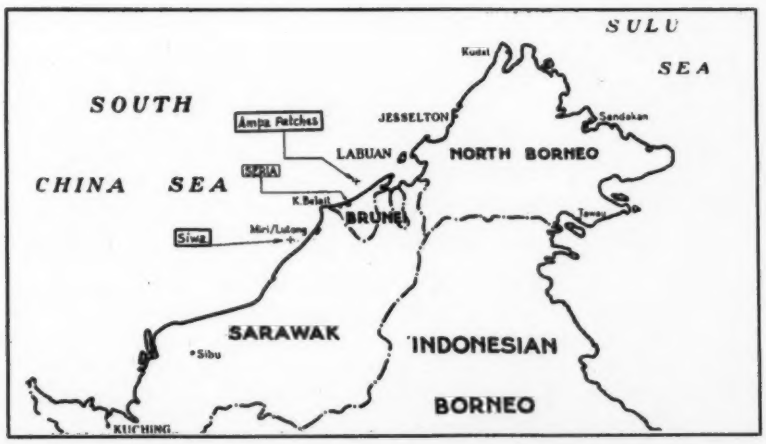
Two sets of legs for British Malayan's platform at Ampa Patches, slung between two 200-ton barges in the Belait River, prior to launching. Two similar sets of legs completed the structure foundation.

Structure construction . . . To launch the first section of the first platform **Frostylight** was towed to prepared moorings at Ampa Patches as accommodation for steel erectors and workmen. The first two sets of legs for the drilling platform were then towed to the scene slung between two 200-ton barges equipped with winches to lower the leg assemblies into the sea.

There are six hollow legs to each set, with a 60-foot steel pile mounted inside each leg. On site, leg assemblies were lowered to the sea bed and pile driving begun. With the piles firmly located, the leg assemblies will be levelled by jacking them up on the piles, and the whole assembly made solid by filling the piles and legs with concrete. Piling and concrete filling work at Ampa Patches and Siwa will not be completed until all the sets of legs are in position and can be adjusted in relation to each other.

Other operations . . . Before these two platforms, British Borneo's marine drilling had been confined to operations from platforms comparatively close to shore. Three platforms one mile from shore and another 1,000 feet from the coast are all located at Seria field.

The three one-mile platforms are connected to shore by aerial ropeways, but have helicopter platforms in addition. The 1,000-feet-from-shore structure is linked to land by a Bailey Bridge.



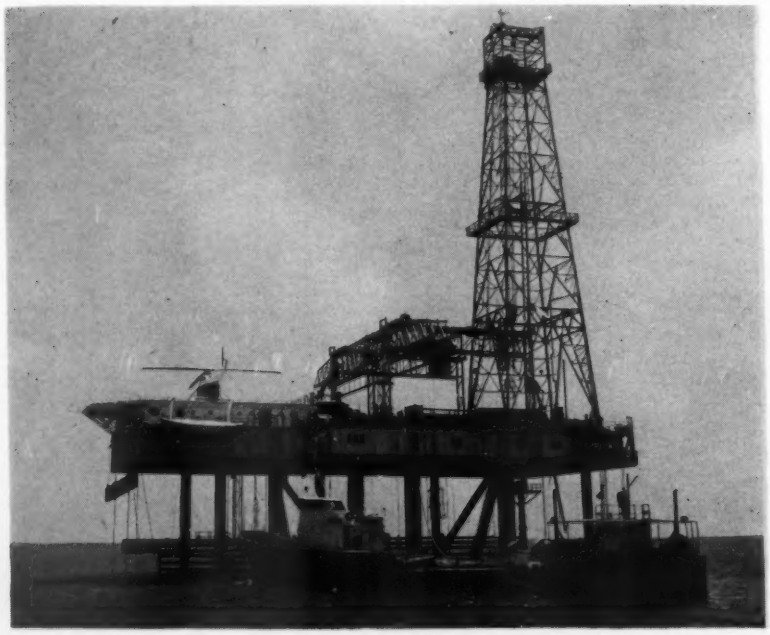
Map showing, top center, Ampa Patches and Siwa locations.

Wide, Wide World, Sunday afternoon telecast on NBC, gave the nation a first-hand look at offshore drilling May 20. Star of the showing was Magnolia Petroleum Company's "Bird on a Nest" set-up in the Main Pass Area. One of the principals was W. H. "Bill" Newman of Houston, Magnolia drilling tools superintendent, Gulf Coast Division.

Picturing . . . the News

NOTICE
OCS Oil & Gas Lease Sale
Is Postponed To Permit The
Completion Of Appropriate Legal
Action In Order To Clear The Way
For Receiving Bids On All Tracts In
The Offer Of May 15 1968 - Announcement
Will Be Made From Washington
The Date For The Sale
S. M. Groom
Manager
BLM

Sorry, Sale Postponed, says the sign posted by S. M. Groom Jr., manager of the Outer Continental Shelf Office of the Bureau of Land Management in New Orleans. In Groom's hand is the restraining order which halted the planned May 15 federal lease sale. On the Friday before a Tuesday opening a state judge banned the sale.



Calco's S-55, on location in the Main Pass Area off Louisiana. Lifting two crewmen in a rope cage is the bridge crane which The California Company's mobile unit uses for bringing men and material aboard.

Interior Postpones, Navy Moves South

Louisiana court bans federal offshore lease sale, U. S. delays to gain time for legal countermove

A busy weekend of legal maneuvering brought the planned May 15 federal lease sale in New Orleans to a halt.

The Department of the Interior agreed to postpone the sale after two court rulings were announced, but said it needed the time only to counter Louisiana efforts to prevent the sale.

Earlier, the U.S. Navy agreed to shift its W-92 gunnery range far enough south (at least 12 to 24 miles) to permit operations in existing and offered oil leases the range had overlapped.

Sequence of events leading to the sale postponement:

On Friday, May 11, Louisiana District Judge Mark C. Pickrel, in Lake Charles, granted a temporary court ban against federal leasing inside the claimed state boundary. The ban had been asked by State Attorney General Jack P. F. Gremillion and Fred S. LeBlanc, whom he succeeded. They charged two officials of the U.S. Bureau of Land Management (BLM) and 25 oil companies with conspiring to trespass on state-owned tidelands areas. Named were Sidney M. Groom Jr., manager of the Outer Continental Shelf Office in New Orleans, and Edward Woozley, director of the bureau.

On Monday, May 14, a different ruling was made by United States District Judge Edwin F. Hunter, also in Lake Charles, at the petition of the U.S. Department of Justice. Judge Hunter ruled that 1) oil companies could submit bids on the land but 2) Interior representatives should not open the bids until after the ownership dispute had been settled by the U.S. Supreme Court.

Oil companies had objected to the state court ruling, saying it discriminated against the 25 companies named. The ban would, argued Sun Oil Company and Pure Oil Company attorneys, permit new companies to bid while leaving the 25 named without the chance to compete.

Louisiana is disputing the offering of 106 tracts in the postponed sale.

The Department of the Interior has appealed the case to a higher Federal court in New Orleans, seeking a ruling on whether a state court may restrain a Federal officer.

Suit for Tax Recovery

St. Mary Parish To Have Four Defense Attorneys In Case Involving $2,289.63, Tideland Ownership

What may be the first test case of its kind in Louisiana—involving federal vs. state ownership offshore—will be tried in 16th Judicial Court at Franklin June 11.

Shell Oil Company is suing St. Mary Parish for recovery of $2,289.63 in tax money the company says it paid under protest. Shell claims the wells for which the taxes were assessed lie in the Gulf of Mexico south of the legal boundaries of the parish.

Appearing in behalf of St. Mary Parish—and state ownership—in the case are to be district attorneys Leander Perez of the 25th Judicial

(continued on next page)

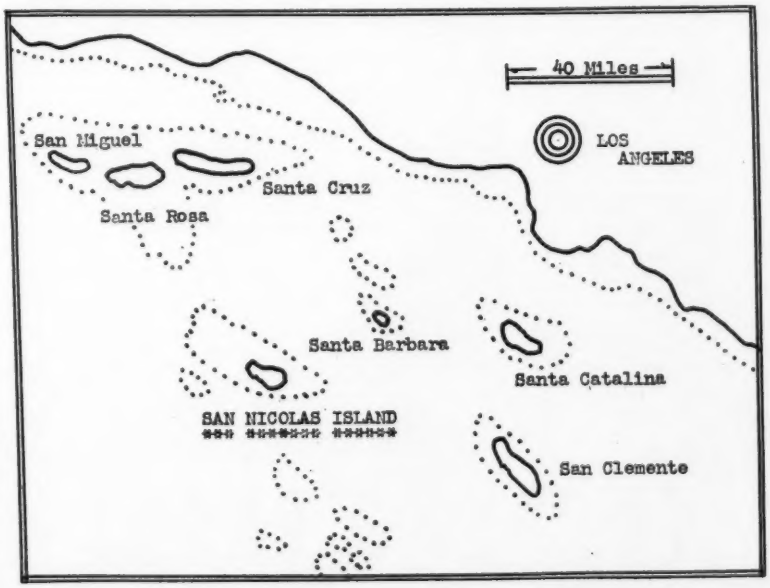
U.S. Navy Denied Funds For Drilling San Nicolas

San Nicolas Island, which drew the U.S. Navy's geological attention after serving in guided missile research, will probably have to become a petroleum reserve before it feels a Navy-sponsored drillbit.

The island is one of several off the California coast west of Los Angeles. The shelves off the islands (See map, at right) are as wide or wider than those off the rest of California.

A Navy Department request for $529,000 for test holes on San Nicolas was turned down by the House Navy Appropriations Committee. The Navy claims the right to drill on any land it holds; the appropriation committee denied this, as do several West Coast congressmen. They asserted the department can drill only in its petroleum reserves.

The Navy also claims title to submerged oil to three miles out on the San Nicolas shelf.



A Congressional committee turned down a request for funds for a U.S. Navy wildcat on San Nicolas Island, above. So the Navy is said to be seeking to have the island made a petroleum reserve. Dotted lines delineate the 100-fathom line, showing the wide shelves on the islands off California.

(continued from preceding page)

District, Bertrand DeBlanc, 15th District, and L. O. Pecot, 16th District, as well as Scott Wilkinson, prominent constitutional lawyer from Shreveport.

At stake for the parish is about $20,000 in tax money held in escrow by Sheriff J. B. Shaw, the parish ex-officio tax collector, and received from Shell, Magnolia Petroleum Company, Sun Oil Company, Pure Oil Company, and United Gas Pipeline Company.

In its petition Shell cited the 1950 U. S. Supreme Court ruling which denied Louisiana tidelands ownership. The company also asserted that although Congress later ceded "a small part of the land described in the decree," to Louisiana in the Submerged Lands Act of 1953, the Louisiana legislature did nothing to accept title to the ceded areas.

Pecot's filed answer said that the wells are within St. Mary Parish boundaries and that the Submerged Lands Act nullified the Supreme Court decision.

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Alabama

Lease Sale Set for July 2 Offers 339,564 Acres

Opening of bids on a third of a million acres under Mobile Bay, Mississippi Sound, and the Gulf of Mexico is set for July 2 in Montgomery, Alabama. The state's Department of Conservation sale will checkerboard tracts on 339,564 acres, all of it within 9 marine miles of shore.

Alabama claims to 18 marine miles out, or more than 1 million acres.

Sealed bids on the tracts will be accepted by the Director of Conservation, 711 High Street, until 9 a.m. the day of the sale.

Primary leases on the tracts—which have a standard size of 5,165 acres—are for a maximum of five years. The state has designated nine offshore and bay areas and recently asked for criticism on proposed leasing procedures for tracts in the Mobile Delta region.

Three of the areas involved in the July sale are adjacent to Mobile County, with its Citronelle field.

Alabama tracts are numbered consecutively over all areas, and numbers do not repeat in separate areas as they do off Louisiana. Offered for lease in July are:

Tract No.	Acreage	Tract No.	Acreage
UPPER MOBILE BAY AREA			
2	1,463	6	5,140
8	2,509	10	5,165
12	4,721	14	5,165
16	971	18	5,165
20	2,927		
LOWER MOBILE BAY AREA			
22	5,165	24	5,165
26	1,955	28	5,165
30	3,475	36	2,148
38	5,165	40	5,035
42	193	48	3,718
50	5,165	52	5,165
54	2,522	62	5,165
64	5,165	66	5,165
68	2,877	76	5,053
78	4,944	80	5,165
82	3,481		
MISSISSIPPI SOUND AREA			
32	3,886	34	1,083
44	5,059	46	4,639
56	5,165	58	5,156
70	5,165	72	5,165
74	4,284		
NORTHWEST GULF AREA			
88	5,059	90	4,568
92	5,165	94	5,155
106	2,030	108	5,165
110	5,165	112	5,165
126	5,165	128	5,165
130	5,165	132	5,165
144	2,030	146	5,159
148	3,431	150	3,796
164	1,628	170	352
NORTH CENTRAL GULF AREA			
96	3,811	98	3,704
100	3,512	114	5,165
116	5,165	118	5,165
134	5,165	136	5,165
138	5,165	152	5,165
154	5,165	156	5,165
172	439	174	498
176	81		
NORTHEAST GULF COAST			
102	5,010	104	5,165
122	5,165	124	4,932
140	5,165	142	5,165
158	4,091	160	2,376
162	22		

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Rules on Underwater Use Of Explosives Tightened

Alabama is tightening up its regulations on underwater use of explosives for geophysical surveys as the result of the death of several thousand pounds of fish in Mobile Bay.

New regulations were announced by Conservation Director Bill Drinkard after temporarily suspending the permit of an oil exploration company he claimed was responsible for the dead fish.

Drinkard said the company did not violate its permit, but that the methods it used were unsuited to the bay. Damage was not lasting, and most fish killed were trash fish, he said.

Suspended was the permit of The Western Geophysical Company, working for The California Company. Drinkard said charges of up to 100 pounds of dynamite were used.

Alabama's new rules, which went into effect May 10, are in "Regulation Order No. 9, Rules and Regulations Concerning Geophysical and Seismic Exploration on State-owned Water Bottoms."

Among the 31 provisions of Order No. 9 are:

a) Charges exceeding 50 pounds cannot be used except with written permission of the Director of Conservation. If multiple charges are used, total amount of explosives per hole must not exceed 20 pounds, without first getting permission.

b) Minimum depths of shot holes in all water areas is specified, ranging from 20 feet for charges of five pounds or less, to 70 feet for charges up to 50 pounds.

c) Explosive charges cannot be placed on water bottoms in the Gulf, Mississippi Sound, and Mobile Bay south of Cochrane Bridge Causeway.

d) No charges can be detonated within less than five feet of bottom, and charges must be above midway between surface and water bed.

British Borneo

British Malayan Plans Eight Drilling Platforms

British Borneo will get eight new marine drilling platforms this year and in 1957, in an attempt to locate new oil reserves out beneath the fringing South China Sea.

T. R. Groundwater, technical manager of British Malayan Petroleum Company's field at Seria, State of Brunei, announced the step-up in marine drilling, asserting that extensive exploration on land has failed to produce significant reserves. Seria field is prolific, but requires close attention and coaxing for almost every well.

BMP already has four platforms drilling near Seria field, and two structures for wildcats far at sea are being erected.

Life-Saving Awards To Go To 5 Borneo Oil Workers

Clear thinking and heroic actions which saved three human lives are to be honored June 16 at a special ceremony at Seria, British Borneo.

The first Meritorious Safety Award of the American Petroleum Institute ever presented to a person outside the United States will go to S. M. James, supervisor of the welding ship in Seria's machine shops complex. Using artificial respiration, James revived an electrician who had contacted a high voltage wire.

Four other British Malayan Petroleum Company workers, Lionel Clark, Antas Anak Lining, Lang Anak Grenang, and Elak Anak Jan-

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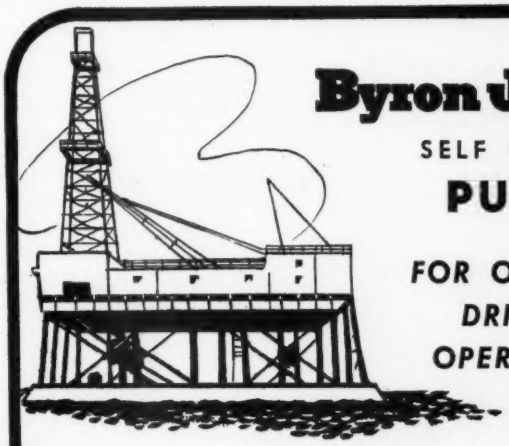
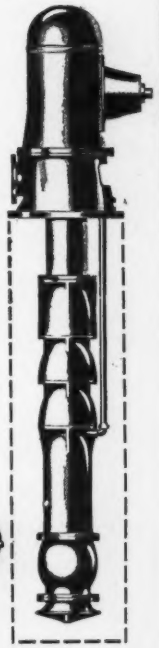


Byron Jackson

SELF PRIMING

PUMPS

FOR OFFSHORE DRILLING OPERATIONS



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(continued from preceding page)
tai, will get certificates from the British Royal Humane Society for saving the lives of two Indians after a boat overturned on its way to an outstation.

California

Bids Requested for Second Permanent Drilling Island

Contract bids for construction of California's second drilling island have been called for, and a new type of drillsite is in sight.

Like the first California island, built by Monterey Oil Company and The Texas Company off Seal Beach, Richfield Oil Corporation's island will be of filled construction and capable of supporting 70 wells—or more. But the Richfield island is to be almost an acre in size, 260' x 180', and will have a harbor scooped out of it for attendant craft.

Richfield may build a second island if the first one does not drain the 1,175-acre tidelands tract it is situated on. The islands are for developing a seaward extension of the Rincon field. Island No. 1 is just one-half mile from Point Gordo, 14 miles northwest of Ventura, but it is in 43-foot water.

"Certain Interests" Delay Leasing, Charges Official

Segments of the oil industry may be seeking a delay of awarding of California tidelands drilling concessions—but complexity of the new state law could be partly at fault.

Colonel Rufus W. Putnam, executive secretary of the State Lands Commission, told a meeting of the commission that "certain interests" in the oil business have caused a delay, through failure to agree on procedures for awarding leases.

That disagreement in the industry is caused by complexity of the new law, was argued by Paul A. Lower, Superior Oil Company attorney, at the meeting.

This is the barge that drilled the world's deepest well!

Like so much other oil-marine equipment that has played an important part in establishing "notable firsts" in tidelands operations, the Keystone-Slaughter drilling barge which figured in the drilling of the Humble LL & E No. 1-L by Richardson and Bass, John W. Mecom, and Freeport Sulphur Co., was built by

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Florida

These Two Self-Contained Platforms Won't Seek Oil

Two offshore platforms scheduled for use off Panama City, Florida, will investigate salt water, rather than search for oil. The platforms are to be placed in operation by the U. S. Navy late in 1956 or early in 1957. They will house personnel who will study temperature and pressure variations in the sea, salinity factors, thermal gradients, and periods and lengths of ocean waves.

Differing from "Texas Towers" in design, size, and purpose, the two structures are to be designed by Friede and Goldman, Inc., of New Orleans.

The larger of the two will be in 100 feet of water about 12 miles from the coast. It will have quarters for 30 persons.

The smaller of the platforms, with accommodations for four persons, is to be erected 2½ miles off the shore in water 60 feet deep. Both will have 40 feet of clearance for hurricane waves.

The Sixth Naval District Public Works Officer, at Charleston, South Carolina, will request bids for construction of the platforms upon acceptance of the completed designs.

Louisiana

Oil Men To Help Study Morgan City Port Needs

Two oil industry representatives were unanimously elected to offices in the newly organized Advisory Committee to the Morgan City Harbor and Terminal District.

They are M. E. Michael, district superintendent of Phillips Petroleum

Company, and Kenneth Joynt, assistant division superintendent of Magnolia Petroleum Company. Michael is vice-president, Joynt is secretary.

Victor Guarisco, accepting the presidency of the committee, said that a need of the District is a 15' x 300' channel to the Gulf of Mexico. He pointed out that new type floating equipment used offshore is too wide to navigate the present channel safely. When two offshore vessels meet, Guarisco said, one sometimes goes aground.

Beached Barge Blocks South Pass of Mississippi

Shipping was detoured from the South Pass of the Mississippi River for several days in mid-May after an inland drill barge belonging to The Offshore Company was beached on the left descending bank.

The barge was being towed to New Orleans when water was found coming into the hold. Crews managed to get the vessel inside the entrance to the pass to run it aground. It might have sunk if it had been left outside in the Gulf of Mexico, Offshore Company president T. S. Stoneman said. There were no injuries or loss of life.

A heavy duty crane was moved in by J. Ray McDermott Company after attempts to salvage the barge with smaller equipment failed.

Helicopters have a new duty with the U.S. Navy—aerial mine sweeping. In demonstrations to prove its towing ability this Bell HSL-1 helicopter pulls a 300-ton floating yard salvage derrick. The Navy considers the use of whirleybirds as mine sweepers a major contribution to solving its problems of keeping sea lanes open.

Texas

School Land Board Offers 18,000 Offshore Acres

Twenty-eight Gulf of Mexico tracts covering 18,000 acres are part of a July 3 lease sale offering of the General Land Office of Texas. In all, the sale involves 210 tracts totalling 97,000 acres. All but 1,000 acres is in submerged areas.

Acreage to be leased includes 4,000 acres in 31 river bed tracts; 18,000 acres in the Gulf; about 74,000 acres in 140 tracts under state-owned bays and islands; and 1,000 acres in upland tracts.

A Land Office official estimates receipts on the tracts could range from $1 million to $10 million—but would probably be about $2.5 million. The acreage is administered by the School Land Board, with receipts going to the Permanent Free School Fund. Minimum acceptable bid is $15 per acre in bonus, $3 per acre annual rental, and 1/6th royalty.

In previous sales the School Land Board has received $58 million from tidelands tracts, according to J. Earl

(continued on next page)

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Rudder, chairman of the Board and State Land Commissioner.

These are the Gulf tracts offered:

Tract	Part	Acres	Tract	Part	Acres
		GALVESTON COUNTY			
147 S	NE	43	148 S	NE	400
147 S	S	115			
		KLEBERG, NUECES COUNTIES			
796 L	NW/4	1440	922 S	All	640
		NUECES COUNTY			
907 S	All	496	918 S	All	640
908 S	All	758	920 S	All	640
915 S	All	1075			
		MATAGORDA COUNTY			
436 S	All	743	453 S	All	640
437 S	All	640	454 S	All	640
446 S	All	640	455 S	All	640
447 S	All	640	458 S	All	640
448 S	All	880	459 S	All	640
449 S	All	523	460 S	All	640
450 S	All	413	461 S	All	640
451 S	All	826	462 S	All	640
452 S	All	640	463 S	All	640

General Land Office Revising Rules for Drilling Off State

Texas is working on a new set of regulations governing drilling operations in its coastal waters.

Proposed revisions in the present state rules were discussed May 14 at a meeting in the General Land Office in Austin.

Present were Land Office officials and representatives of Humble Oil & Refining Company, Continental Oil Company, Shell Oil Company, Union Oil & Gas Corporation, The Texas Company, Standard Oil Com- of Texas, the Texas Shrimp Association, and the State Game and Fish Commission.

Humble Official Predicts New High In Deep Drilling

A spectacular 90 percent jump in drilling below 10,000 feet was predicted in the next 10 years by Carl E. Reistle Jr., of Humble Oil & Refining Company, in Houston.

Reistle's figures showed 40 percent of the increase would probably be in South Louisiana and the eastern Gulf Coast.

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Trinidad

TNA Schedules Two Wells For Gulf of Paria in 1956

The Gulf of Paria between Trinidad and Venezuela will get its second and third oil projects in the next few months. Trinidad Northern Areas, Ltd., announced that it will drill the wells from its platform 14 miles from the Point Fortin Jetty lights.

TNA completed a discovery for a reported 160 barrels from the same platform last year, but the oiler was abandoned after water encroachment. The company has named the area—which is just 7½ miles from the international boundary—Soldado (soldier) field.

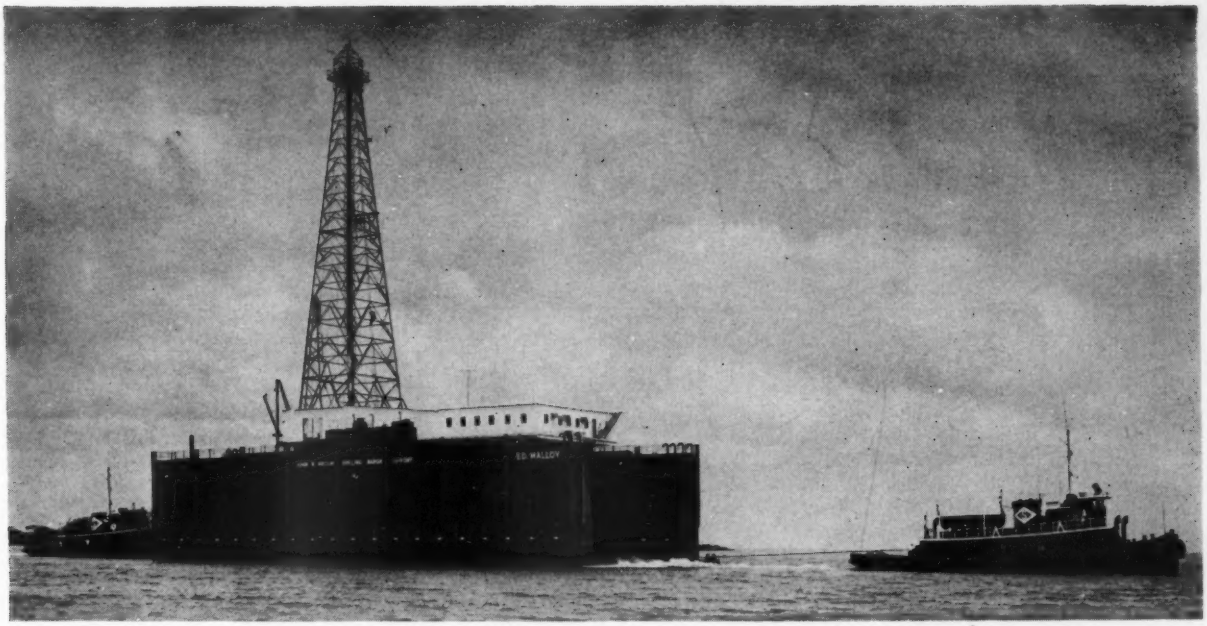
The government of Trinidad granted a depletion allowance for offshore producers after arguments based on the high cost of the TNA well. Parent companies of Trinidid Northern are British Petroleum Co., Ltd., United British Oilfields of Trinidad, ltd., and Trinidad Oil Co., Ltd. The allowance they got was not spectacular—it will slide from 10 percent this year to 20 percent in 1966-82.

Washington, D.C.

Congress May Ask Military Explain Land Withdrawals

In the future the Department of Defense may have to do considerable explaining and gain Congressional approval before taking over any tract of over 5,000 acres, if any of several bills now written should be enacted.

At present, land for missile ranges and other uses can be set aside by presidential order. The proposed bills would ask Defense to state why it wished to acquire use of a tract, as well as what effect the withdrawal of the land would have on other federal land laws and regulations.



On its way to the West Cameron Block 45 field, the drilling barge support ED. MALLOY. Built for Houston independent John W. Mecom by Levingston Shipbuilding Company, the unit uses a floating drydock with an inland barge.

Drydock-Barge Combination

Independent operator's drill barge support is completely convertible, can be raised quickly if a storm approaches

JOHN W. MECOM'S drydock-drill barge combination is now operating off Cameron Parish, and the Houston independent reports the vessel is sufficiently improved over an earlier attempt to use a similar unit to classify as an entirely new approach.

Mecom's sea-going 1,400-ton drydock picks up a submersible barge and floats it to location in water from 10 to 40 feet deep. On the drillsite the drydock serves as both support and breakwater.

The combination has these advantages over most other types of units now in use:

1) It can be quickly raised in case of a storm—just 90 minutes are required to lift it from 30 feet of water to towing position.

2) It is completely convertible. The barge can be used on inland waters, the drydock as a repair base for marine equipment.

Just $2 million for the works . . . Built by Levingston Shipbuilding Company at Orange, the $800,000 drydock went on location in the West Cameron Block 45 field off Cameron Parish May 5. By mid-May it was drilling below 6,000 feet. The drill barge cost another $800,000 which with $300,000 worth of tugs, plus outlays for other auxiliary craft, brings the total investment to above $2 million.

The drydock was named by Mecom for his old friend Ed Malloy, president of Levingston. The **Ed. Malloy** is 220 feet long, 78 feet wide, and has wing walls 48 feet high. It can move in waters 10 feet deep and has been approved by the American Bureau of Shipping for drilling in water up to 40 feet deep. The present test is in 29 feet of water.

A two-foot skirt around the bottom of the dock enables it to dig into the Gulf floor and the weight of the vessel holds it in place. Oil or water can be carried in the wing tanks for either ballast or supplies.

Four high volume deep well pumps on each side of the vessel can submerge it in less than an hour. Each pump has a capacity of 3,000 gallons per minute.

The dock is large enough for drilling barges with up to 16,000-foot depth potentials, and the present barge provides room for 24 crewmen.

Constructed of heavy steel, the drydock has 7/16-inch bottom plates, 3/8-inch steel on the sides and deck, and 5/16-inch plates on the work floor.

Delta Joins Offshore Throng

New subsidiary of Tyler drilling contractor orders Hayward-type submersible, converted-LST tender

DELTA DRILLING Company of Tyler, Texas, has formed the Delta Marine Drilling Company (a Delaware corporation) to enter the offshore drilling contractor business in the Gulf of Mexico.

Joe Zeppa of Tyler, president of Delta Drilling, is also president of Delta Marine. Other officers are Chris Zeppa, Tyler, and J. M. Gardner, Dallas, both vice presidents. Delta Drilling has a controlling interest in Delta Marine.

The new company has contracted with Alexander Shipyard, Inc., of New Orleans, for conversion of an LST into a drilling tender and for construction

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of a Hayward-type submersible for 30 feet of water.

The 326-foot-long tender is to be available late in June, the barge will be delivered about October 1.

Delta's vessels . . . Drilling equipment on the tender is to be of full diesel-electric type, enabling platforms to be of minimum dimensions. Generating units will have a capacity in excess of 2,000 hp. The main power plant, mud pumps, active and reserve mud pits, and auxiliary equipment will be mounted permanently in the tender. Maximum storage has been planned for water, fuel, mud, and cement.

The Delta submersible is to be of semi-diesel-electric type with approximately 2,000 hp capacity.

Total outlay of the two units will be approximately $3.7 million.

Delta Marine Drilling Company has opened an office in The California Company Building in New Orleans.

Firm Organized

Trahan Exploration, Inc. Orders New Mobile Unit

TWO large mining companies and a Shreveport, Louisiana, independent drilling contractor early in May announced formation of an offshore drilling firm and the ordering of a California-type mobile unit.

Organizing the company were the American Metal Company, Ltd., and Cerro de Pasco Corporation, both mining firms with oil interests, and J. C. Trahan, Shreveport contractor. The new corporation is Trahan Exploration, Inc.

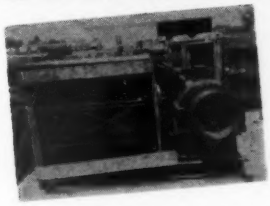
The barge is being built by the American Bridge Division plant of U. S. Steel Corporation at Orange, Texas, and completion is expected in the fall of 1956. Friede & Goldman, Inc., of New Orleans, designed the unit.

Executive offices of Trahan Exploration will be in the Beck Building, Shreveport, with operations offices in the Pere Marquette Building, New Orleans.

The unit . . . Designed to operate in water to 50 feet deep, the Trahan barge will measure 136′ x 180′ and be 66 feet between keel and underside of the lower deck.

Officers . . . Top executives of the new company are J. C. Trahan, president; Thornton Tarvin, vice president; H. Danforth Starr, vice president; and John Payne Jr., vice president.

FOR SALE SINGLE DRUM WINCHES



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By ARTHUR I. COYLE
Technical Editor

'Copter view of Penrod Rig 10 on drilling platform in the Gulf of Mexico.

Penrod Drilling Company's Rig No. 10 is on a Gulf Refining Company drilling platform 35 miles off the coast of Louisiana in 60 feet of water, and 75 crewboat miles from the company's marine base in Leeville, Louisiana. The platform is serviced by Gulf's drilling tender **MV Eagle.**

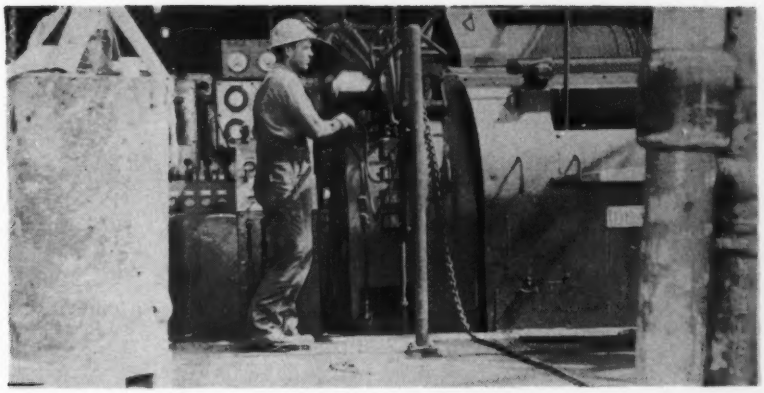
Administrative personnel for Penrod includes Captain George Vance, expeditor, and toolpushers Gus E. Howell and M. N. Hennigan. The toolpushers alternate between the platform and the marine base ashore.

Rig No. 10 is a three-deck "packaged" rig for offshore platform drilling, with a minimum of lifts required for loading and unloading. Above-the-average administrative personnel and drilling crews employed by Penrod enhance the smoothness of the rig's operation.

Crews work 12-hour tours and are on duty 10 days with five days off. Total drilling personnel includes two drillers, 12 crewmen and 10 roustabouts. A mechanic and welder are on 24-hour call. Crews are transported to and from the drilling site by Petroleum Helicopters, Inc., flying Sikorsky S-55's, when the weather permits; otherwise, crewboats are used, making the 75-mile trip from Leeville in seven to nine hours.

This reporter went out on a crewboat, arriving at the platform with a Penrod drilling crew at about three o'clock on a Sunday morning. The return trip was made by 'copter in less than two hours, which included a flight over the rig and the field to obtain aerial pictures.

Drilling tender . . . A crew of 14 operate the drilling tender **MV Eagle.** Personnel includes a captain,



J. M. Kelly, Penrod driller, using Ideal drawworks to come out of the hole.

first mate, second mate, chief engineer, first assistant engineer, second assistant engineer, two electricians, three A.B. seamen, and three oilers. A steward, three cooks and 11 utility and messmen, furnished by J. L. Richardson Catering Service of Houston, brings the ship's complement to 29 men.

Drilling program . . . Penrod Drilling Company's Rig No. 10 is on location in Block 150 of the Ship Shoal Block 154 field. When this reporter visited the platform, Penrod crews were drilling a 9⅞-inch directional hole averaging 17° 22'—1,200 feet out at a true vertical depth of 5,175 feet, 1,200 feet N 86° 00 E of surface location.

Drilling equipment . . . The first deck of the unitized Penrod rig contains a Hutchison Manufacturing Company Dual Rumba combination shale shaker and desander; two 100-barrel mud circulating tanks; Swaco degasser; National C-350 18 inch mud pump; two D 311 52 hp Caterpillar engines powering the 21 kw generators furnishing electricity for the platform and rig lights; two Joe Stine, Inc., hydraulic jacks for skidding the 140-foot Lee C. Moore derrick and substructure to drill two additional wells; one Hydril accumulator unit for blowout preventer pressure control; a Payne Manufacturing Company high-pressure standby pump for the blowout preventer system and Stine jacks; one Hydril blowout preventer and three QRC Cameron preventers (one QRC with blind rams); and Edward "Mud Wonder" valves.

There are two remote blowout preventer control stations other than the driller's station.

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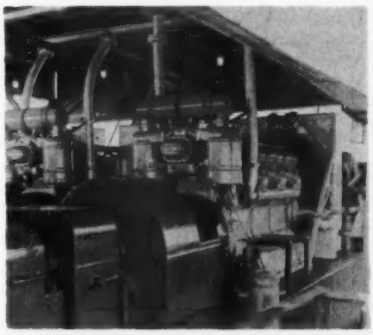
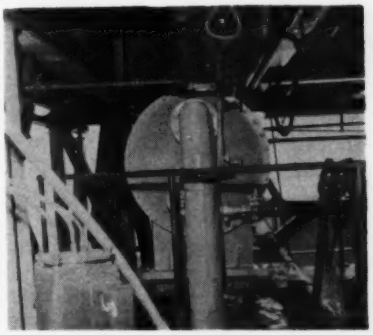
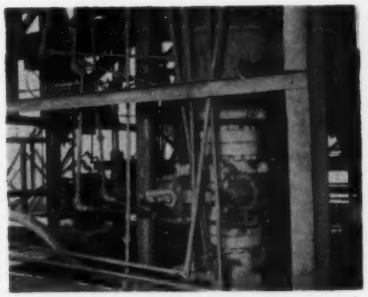
One of the three 500 hp D-397 Caterpillar motors for drawworks, mud pumps, and rotary.



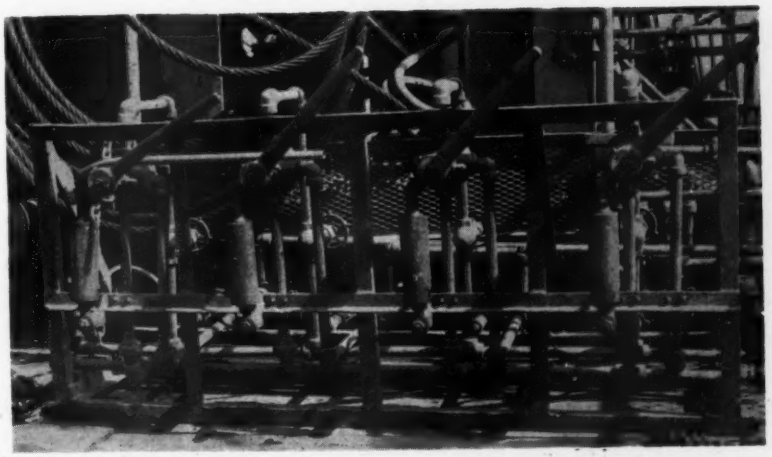


Salt Water Control D-Gasser on mud pit on platform.

J. H. Richardson Catering Company's personnel aboard tender.

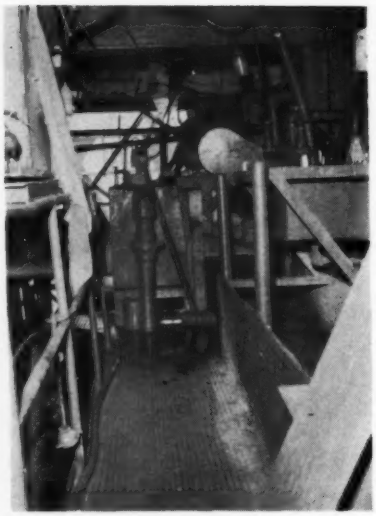


Hydril and Cameron QRC blowout preventer set-up.



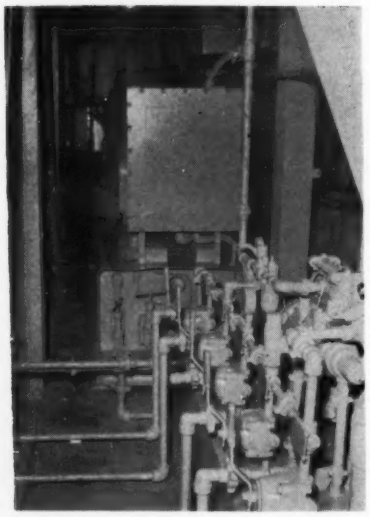
Remote station for blowout preventer, located on the lower deck.

Penrod toolpusher Gus E. Howell, relaxing for a moment in the toolpushers' office aboard the tender.

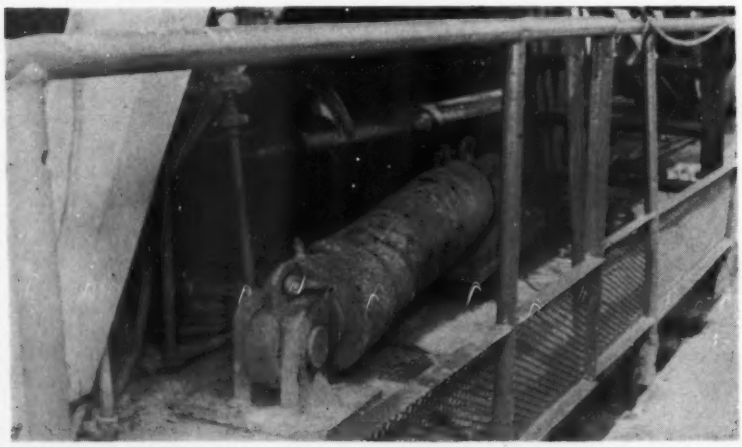


Hutchison Manufacturing Company dual Rumba shale shaker with desander combination in background.

C. V. Goins, Penrod motor mechanic.



Remote control station for B.O.P. with Payne high pressure pump. Hydril accumulator unit in background.



Joe Stine, Inc. hydraulic jacks for skidding the Lee C. Moore derrick and substructure.

Packaged Efficiency

(Continued from preceding page)

Second deck . . . The second or main deck contains an Ideal 130 double drum drawworks rated at 1300 hp; three D 397 Caterpillar engines powering the drawworks, rotary and 18-inch mud pump; National Gyrol fluid drive transmission and reduction gear; 27½-inch Ideal rotary; Standco brake linings on drawworks drum; 1⅜-inch Wickwire drilling line; Continental Supply Company 3-band "Rough Rider" drilling hose; Hunt Tool Company high-pressure steel hose; tool house; Baash-Ross rotary bushings; No. 815 Ideal swivel of 400-ton rating; a 4300-ton Byron-Jackson hook; T-907 Ideal 450-ton crown block; Warren Automatic Tool Company "Mud-O-Graf" unit; and BJ pipe tongs.

The driller has control of the blowout preventers from the driller's station. Motors and pump can be started or controlled from the driller's station.

Third deck . . . The third deck contains the Schlumberger electric logging unit, and Lincoln welding unit.

Mud program . . . Mud in use is a fresh water, lime treated, 10 percent diesel oil emulsion type. Weight is being carried at 12.5 pounds per gallon, with a water loss of 2.6 cc and M. F. viscosity of 50 seconds API.

Lignin is used for thinner, tall oil soup as emulsifier, and circulation loss is controlled with fine mica and walnut shells. Starch and CMC are used for water loss control.

Safety program . . . If the drilling crew completes a year without a time-off accident, each member of the crew receives a $150 bonus. The driller and roustabout foreman each receive $200. The pushers each receive $200 for a 6-month period without a time-off accident.

Penrod . . . Penrod Drilling Company, with offices at 418 Market Street in Shreveport, Louisiana, has two "semi-offshore" drill barges and one $2.5 million deep-water mobile drilling unit under construction. Under the direction of Dewey K. Davis, superintendent of drilling operations, the company is currently operating four marine rigs and 38 land rigs.

Operational Problems Afloat

✓ Drilling procedures offshore are similar to those used on land

✓ But a raft of other difficulties beset rigs drilling at sea

By C. R. B. HOPPER
Offshore Engineer
Standard Oil Co. of Texas

Actual offshore drilling procedures are similar to those normally used on land. However, that is about the end of operational similarity.

Problems of transportation, housing, and storage of materials as well as many other matters are quite different from those on land.

What follows is an outline of some of the more important factors of offshore operations, for the benefit of those who have not been personally exposed to them.

Soil investigation . . . Regardless of what type of equipment supports the derrick, this equipment obtains its load bearing ability from the soil or sediment at the bottom of the Gulf and, in consequence, the type of bottom at the well location is of great importance.

Where tender vessels are used, the nature of the soil may well decide the method by which the vessel may be moored. For example, delta slime may prohibit the use of anchors and necessitate anchor piles being driven, while in soil having good holding ability this expense may be avoided.

In areas where little is known about soil conditions many operators take core samples to determine the proper length and wall thickness for bearing piles. Others drive test piles and load them with weights to determine bearing capacity.

In certain areas, when using mobile units that rely upon a large lower hull for support on the Gulf bottom, it is necessary to place a shell mat at the proposed drilling site. In other areas, where the bottom is comparatively firm, consideration must be given to the possibility of the unit shifting when shoved by strong currents or bad storms.

Divers are used to investigate the bottom at times, or underwater television instruments may be similarly employed.

Orienting equipment . . . In most cases it is of considerable importance for the vessel to be oriented so that the bow, in case of a tender, or the major axis, in the case of a platform, heads into the prevailing wind or sea. Information about the past history of wind and waves may be obtained from several sources, including publications such as the United States Coast Pilot, Government offices, oceanographers, and those engaged in the fishing industry.

Selecting equipment . . . Basically there are two types of drilling structures in use: fixed platforms or mobile units. Fixed platforms, supported by piling, may be sufficiently large so as to provide space for quarters and storage in addition to drilling equipment, or they may be small and used in conjunction with a tender vessel. In either case platform size is determined by the number of wells planned to drill from it and whether the operator plans to use a multiple well derrick, one single well derrick, or two single well derricks simultaneously.

Mobile units may be of the type where an upper and a lower hull are separated by columns of fixed length, the lower hull resting on the bottom during drilling. Or they may consist of a single hull supported by caissons or legs, the hull being raised on the legs by mechanical means.

The first consideration in selecting the best equipment is that of practicability. For example, it is impossible to use a fixed platform and tender vessel in shallow water where the tender would not always be safely afloat. In deep water the mobile unit with a fixed distance between hulls may not have sufficient elevation for the upper hull to be safe from heavy seas. Should the Gulf bottom consist of several hundred feet of slime with the absolute minimum of bearing ability, it could well be impossible to use a single hull mobile unit supported upon caissons or legs. Also there are many areas in the Gulf where any of the various types of fixed platforms or mobile units could be successfully operated.

Other important considerations to be taken into account when deciding what type of equipment to use include:

1) the economics of one method over another.

2) whether drilling is of a development or exploratory nature.

3) the method to be used when the necessity for working over a well becomes apparent.

4) the probable amount of down time due to bad weather.

5) availability of the desired equipment.

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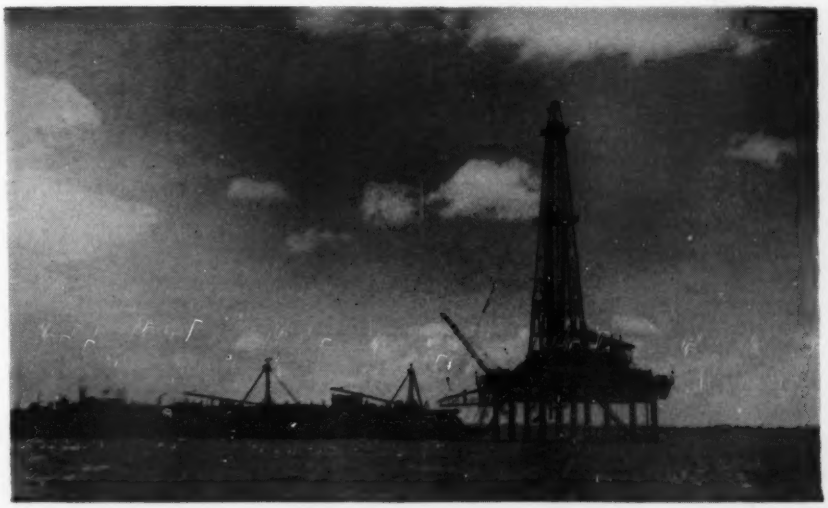

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Mooring tender vessels . . . A floating vessel, unlike land equipment, cannot be secured so that there is no movement. Any attempts to over curtail the natural movement will result in damage to the mooring gear or the vessel or both. Certain combinations of wind and waves make it quite impossible for the vessel to be kept safely at a working distance from the drilling platform, thus resulting in costly down time.

Unfortunately a mooring system that is effective in one area is not necessarily so in another area. When designing a mooring system, it is necessary to take into account the cost, the nature of the Gulf bottom, the depth of water, the size and principal characteristics of the vessel, the presence or absence of protection from land or shallow water seaward of the location and the strength and direction of currents.

Various systems currently in use include chain and anchor piles; a combination of chain, anchors and anchor piles; anchor piles with chain to a large float and then wire line from the float to the vessel. All these systems have their advantages and disadvantages, and to complicate the matter further, there are many chain and wire types with different diameters, to say nothing of the different lengths that may be used, different sized floats and anchors of various weights and designs.

Formation testing . . . On land it is usually a simple matter to dig a sump for receiving the first contaminated fluid produced on a formation test and provide suitable sized tanks to receive oil; however, handling the products of a formation test at sea is entirely another matter. Care must be taken that produced gas does not get blown toward the living quarters and approaching boats must be warned off. As it is not permissible to dump oily mud into the sea, a suitably equipped barge must be provided to receive the initially produced fluid and if no submarine pipe line connection is available, the barge must also receive the produced oil. Barges suitable for the required work are very scarce, so the operator has to make his arrangements well in advance and hope that the weather will permit the barge to be safely moored in the required position.

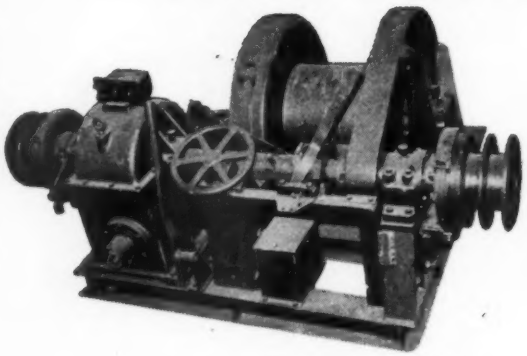
Transportation . . . Transportation between the shore base and the offshore location is a major problem that increases with distance. Crew boats have to be reasonably fast and at the same time seaworthy in bad weather. The cost of transportation is extremely high compared with land operations. As one operator put it, it costs about $100 to get a $2 wrench from shore. Helicopters may be used to great advantage with regard to transportaing personnel and comparatively light supplies. However, it is essential to utilize a cargo vessel to handle such items as well casing, drilling mud, fresh water and diesel fuel, etc.

THE AUTHOR

C. R. B. Hopper, shown at left on a field trip to Zapata Off-Shore Company's mobile unit SCORPION, has worked for Standard Oil Company of California and its subsidiaries for 23 years.

He was born and educated in England, and has travelled widely. For 12 years he served with SoCal-subsidiary Bahrain Petroleum Company in the Persian Gulf. For three years he was with SoCal in California, and from 1948-54 he was in charge of the Oil Transport Division of Richmond Exploration Company in Venezuela. In 1954 Hopper joined Standard Oil Company of Texas.

NEW-UNUSED



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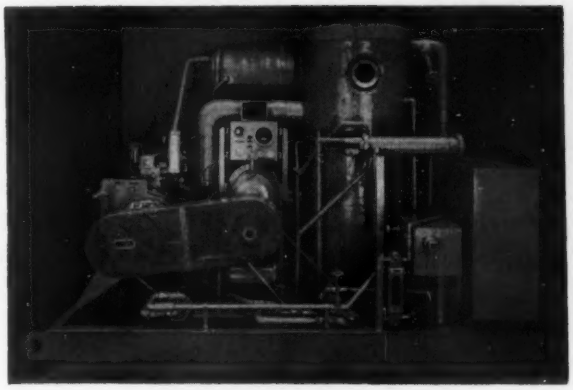

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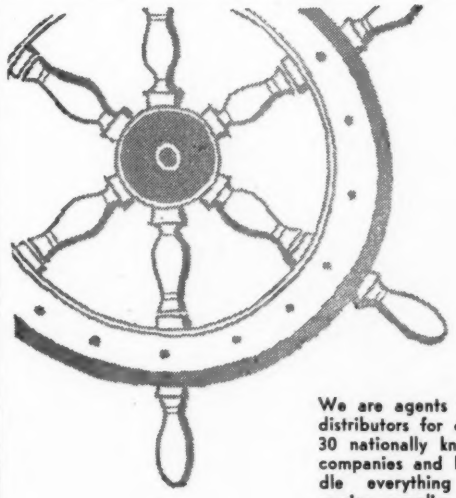

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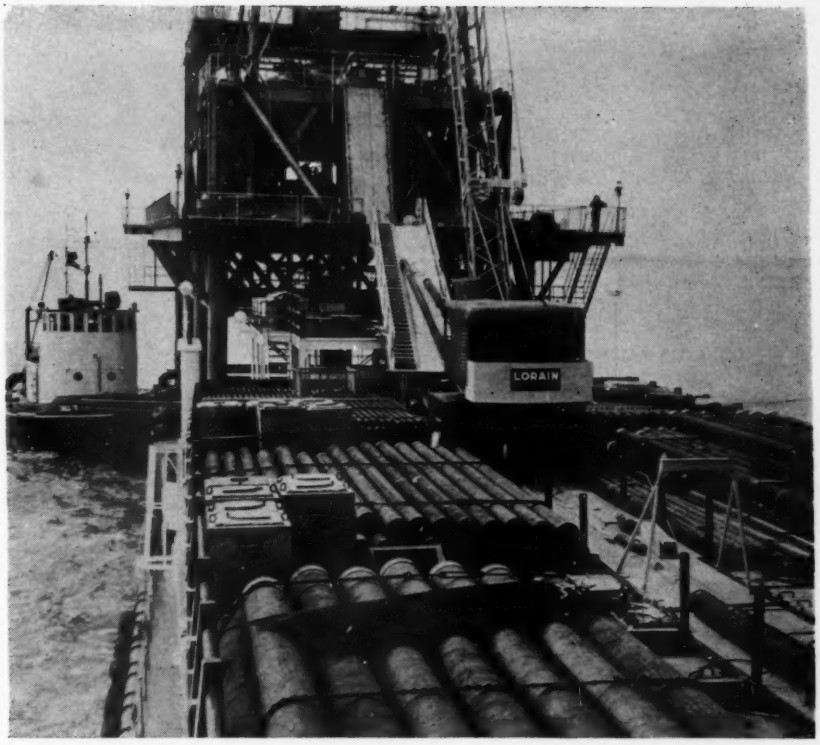

On location in Block 42, Eugene Island Area, is Llano Drilling Company's $2.25 million RIG 6.

A West Texas Firm . . .

Llano Tackles The Gulf

In the hot glare of sunlight on water, the drilling tender **Clayton G. Dorn** rode motionless on a calm sea. Taut mooring lines, stretched bow and stern to heavy steel piling, driven deep in the ocean's floor, would hold the tender safe in relatively heavy seas. As the crew boat circled to come up on the lee side of the tender, the triple-decked drilling platform loomed high over the bow of the **Clayton G. Dorn,** connected to the tender by a "widowmaker," and a maze of cable and hose.

The massive crown block of the derrick loomed 200 feet—the height of a twenty-story building—above the wash of waves against the platform piling.

The 260-foot drilling tender, and the massive drilling equipment stacked on the three decks of the template-type platform, comprise Llano Drilling Company's **Rig 6**—now on its first location drilling a 12,500-foot test for Forest Oil Corporation in Block 42 of the Eugene Island Area, off the coast of Louisiana. Water depth at the drillsite is about 20 feet.

To a drilling contractor from the dry, wind-whipped plains of West Texas—where Llano Drilling Company has five big rigs running—**Rig 6,** at first glance, would seem to be two separate rigs.

Powerful diesel engines delivering 1800 hp are mounted on the machinery deck of the non-self-propelled tender—power equal to that of a big West Texas rig.

The engine drive group mounted on the platform also delivers 1800 hp.

With the addition of a derrick, drawworks and rotary table, the **Clayton G. Dorn** could drill a 20,000-foot well independent of the platform, providing problems of stability were solved.

By adding a pump, mud pit—and taking away a lot of costly blowout preventer equipment—the rig on the platform could drill to similar depths on dry land. It would, in fact, be a marvelously well-equipped rig.

The extras, the duplication—these are the items that are a "must" at sea, where safety is paramount; and the facet of offshore drilling that both appalls and delights marine drilling contractors.

Investment . . . The investment required to outfit one offshore rig and tender runs four or five times the cost of a similar land rig—or higher.

The drilling tender **Clayton G. Dorn,** with its gleaming, modern efficiency, cost $1.25 million to construct. It was designed and built by Levingston Shipbuilding Company of Orange, Texas, and is similar to the four drilling tenders built by Levingston for the CATC Group. Operation of the tender—plus added personnel needed for offshore drilling—brings to 42 the number of men required to "keep the bits turning."

These include two rig superintendents, four 7-man drilling crews, two 4-man ship's crews, two tender engineers, two crane operators, two elec-

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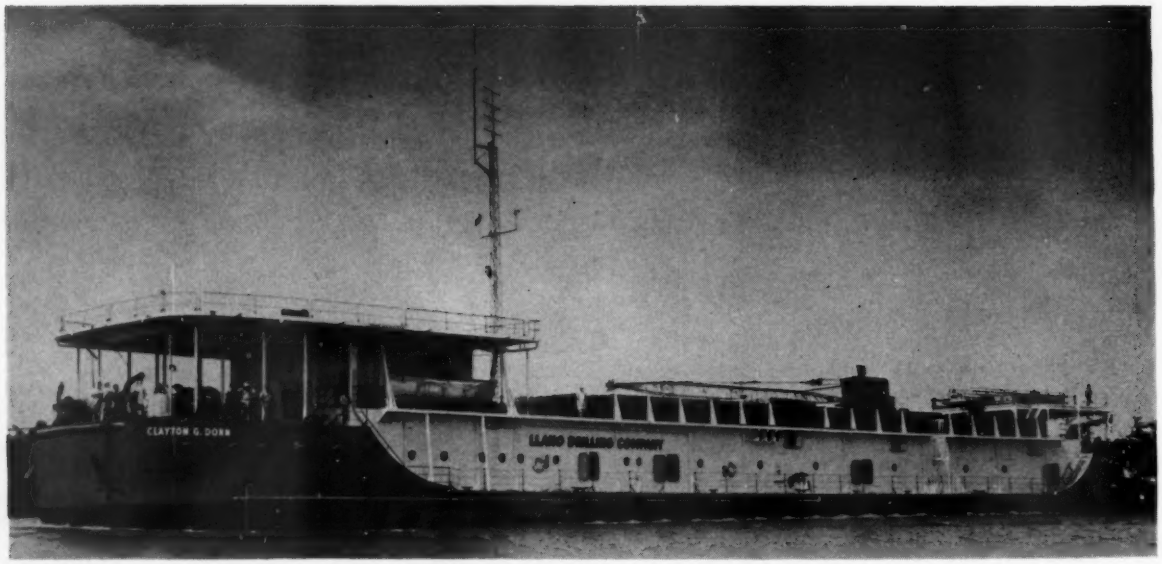


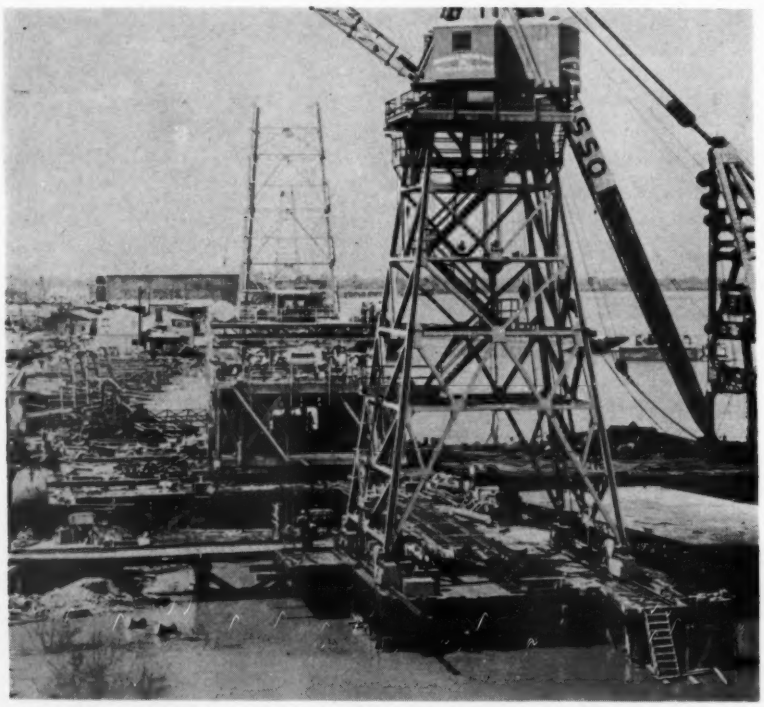
The $1.25 million CLAYTON G. DORN, built by Levingston Shipbuilding Company at Orange, Texas, represents a substantial part of Llano's offshore investment. Another $250,000 went into drilling equipment on the tender.

(Continued from preceding page)

tricians and two mechanics. Crews work twelve hour towers, seven days on and seven days off.

In addition, galley personnel are on board the tender at all times, and seven crewmen man the three boats shuttling rig personnel and supplies between **Rig 6** and the offshore base in Morgan City. At the base, around-the-clock contact with the rig is maintained by FM radio—requiring the services of three additional personnel.

Total personnel needed for this one offshore operation is about 60 —which compares to a normal crew of 16 on a similar West Texas rig operated by Llano.



Three lifts are required to move this triple-decked engine and derrick substructure, shown in the yard of the builder, Avondale Marine Ways, Inc., of New Orleans. Lifts are 1) Derrick substructure, 190 tons; 2) Schlumberger platform, 40 tons; and 3) Engine section with three-engine compound, mud pump, mud tanks, generator units, piping, etc., weighing 180 tons.

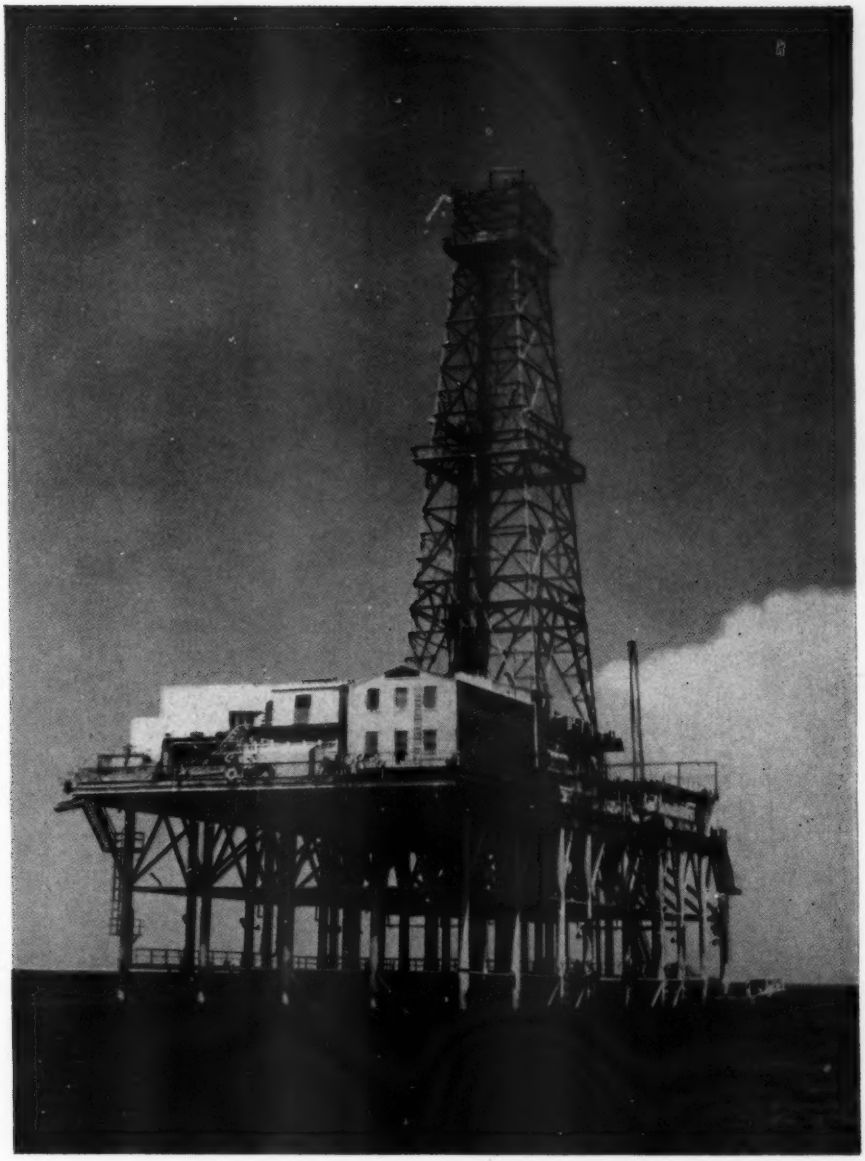
Drilling equipment . . . In addition to the tender, Llano has a $1 million investment in drilling equipment on board the tender and on the platform. Total cost of **Rig 6** is $2.25 million.

This compares to a replacement cost of about $500 thousand on a similar rig operating in West Texas.

Marine equipment . . . The above figures do not give an adequate comparison, however, of the cost of outfitting a rig for deep-sea drilling as opposed to the investment required for a typical land rig. Logistics at sea are vastly different. To keep **Rig 6** supplied with bulk materials for drilling, Llano operates a 135-foot supply boat. Two 80-foot crew boats are required to transfer crews and light supplies between the shore base and rig. One of the three boats is always on standby at the rig.

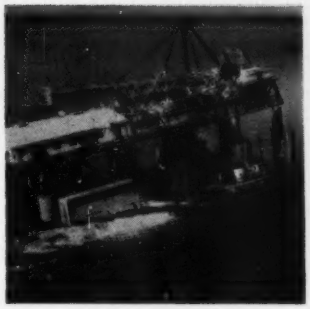
Operation of this auxiliary marine equipment adds greatly to the overall cost, and leads to an obvious question: Why did Llano Drilling Company, a successful operator in the Permian Basin, decide to enter the blue chip offshore field?

New frontier . . . The answer is relatively simple. Both Jack Riggs, president of Llano Drilling Company, and Paul H. Meyer, vice-president and manager of operations, feel that the future of the oil industry lies offshore. Offshore operations is a new frontier, a new challenge. It is, in fact, a whole new industry, and Llano's belief in the future of offshore oil brought the company into the field in the pioneering stage.

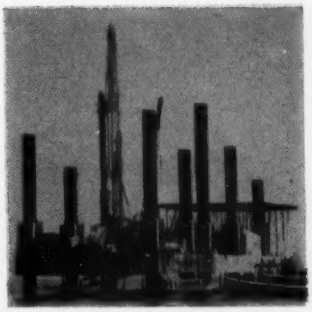


OFFSHORE SOUTH LOUISIANA—Six wells are directionally drilled from this structure specially designed by Lee C. Moore Corporation.

General view of offshore drilling platform. Visible are drilling derrick, crew housing facilities, mud tanks and other equipment.



An offshore drilling giant moves out to sea. It is designed to operate in 100 foot water if necessary.



Variation of drilling platform with Moore Cantilever Mast.

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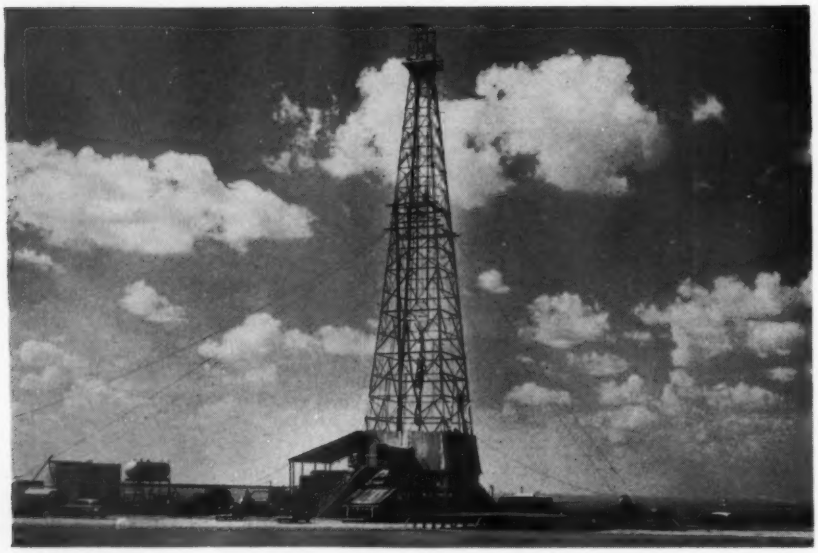


Water, the lack of it, is a problem on the arid plains of West Texas' Permian Basin, where Llano Drilling Company's RIG 1 is on location for a deep test.

Method of operation . . .

The Biggest Decision

Llano chose the tender-platform technique because of its greater operational range

If you are a dry-land drilling contractor, inexperienced in offshore operations but wanting to enter the field of marine drilling, Llano Drilling Company has established a blueprint worthy of consideration.

Months of planning — eighteen months in all—went into selection of the method Llano is using, and into constructing and assembling the necessary equipment at two Gulf Coast shipyards and at the company's new marine base in Morgan City, La.

Company officials considered, and rejected, proposals on a great many different types of mobile offshore drilling units. Jack Riggs, president of the company, and Paul H. Meyer, vice-president and manager of operations, did exhaustive research on this subject, traveling up and down the Gulf Coast to consult with shipyards, naval architects and offshore operators.

The decision to use the tender-platform method was dictated primarily by its greater flexibility.

A tender can operate in water depths beyond the range of the largest present day mobile unit. The range of the $1.25 **Clayton G. Dorn** is limited only by difficulties attendant to constructing drilling platforms in much deeper water, and by mooring problems that may be encountered in water depths greatly exceeding that in which tenders are operating today.

While offshore drilling presented many problems which the company had not faced before, Llano solved a major problem by taking a typical West Texas rig for deep drilling, stacking it on a three-decked platform —and simply going to sea with it. Some additional equipment was necessary — desander, degasser and additional blowout preventer equipment— yet the rig is markedly similar to other rigs operated by the company in the West Texas and New Mexico Permian Basin.

By use of a unique "flow" chart— showing mud, water, fuel lines, etc. between the platform and tender— Llano can educate its men so quickly that a drilling crew brought in from West Texas can be put to work on the offshore rig almost at once.

RIG 1

Drawworks
"Oilwell" 96 with 40" double hydromatic brake

Compound
"Oilwell" 1000, 2-engine, chain, one pump drive

Engines
Two GMC quads, diesel, 600 hp each, on compound; One GMC quad, diesel, 600 hp, unitized with "Oilwell" 20-P pump

Pumps
Two "Oilwell" 20-P, 7¾" x 20"

Pits
Three steel pits, 7½' x 30' x 5', complete

Derrick
Lee C. Moore, 136' Model "K" standard derrick, 1,100,000-lb. capacity, with 14½' 4-corner post type substructure

Crown block
National 6 sheaves, 400-ton capacity

Traveling block
Universal 5 sheave, 350-ton capacity

Hook
B-J type 4300, 350-ton capacity

Swivel
Gray type B44, 500-ton capacity

Rotary
"Oilwell" 21"

Blowout preventer
One Cameron QRC, 12", series 900 with one Cameron QRC, 12", master gate, series 900

Shale shaker
Link Belt model 49, with 3 hp electric motor.

Rig 1 Vs. Rig 6

For comparison's sake, the editors of OFFSHORE asked Llano Drilling Company to furnish the equipment list for one of their rigs now operating in West Texas. Llano chose **Rig 1**, which is presently drilling a 14,000-foot test. **Rig 1** is older than **Rig 6** by several years. Some of the equipment on the old rig has been replaced, and some equipment on the new rig is bigger and improved. But the equipment lists on these facing pages will illustrate the similarity of **Rig 1** and **Rig 6.**

t Comparison

RIG 6

(on platform)

Drawworks
"Oilwell" 96 with 60" hydromatic brake, LeBus 15 MP cathead, Foster 33 AH cathead, Thermoid wire line, turn back and brake lining on drawworks drum.

Compound
"Oilwell" 1500 3-engine drive, Oilbath chain drive

Engines
Three GMC quads, diesel, Model 24103 6-71 rated 600 hp each

Pump
"Oilwell" 220-P rated 600 input hp at 60 rpm, 8" x 20"

Pits
Two 100-bbl. mud circulating tanks

Derrick
Lee C. Moore 140' x 30' base, 100 mph actual wind load capacity, 1,100,000-lb. capacity

Crown block
"Oilwell" 580 crown block 7-50" diameter. Sheaves for 1⅜" line. Rated 480 tons.

Traveling block
"Oilwell" 480, 7-50" diameter. Sheaves for 1⅜" line. Rated 480 tons.

Hook
Web Wilson 450 Hydra Hook rated 450 tons

Swivel
"Oilwell" S-425 rated 425 tons dead load

Rotary
"Oilwell" 26-HD rated 350 tons dead load

Blowout preventers
Three Cameron, QRC 12", Series 900 API W/Rams. Three Cameron QRC 10", Series 1500 API W/Rams. One 12" Hydril GK. One 10" Hydril.

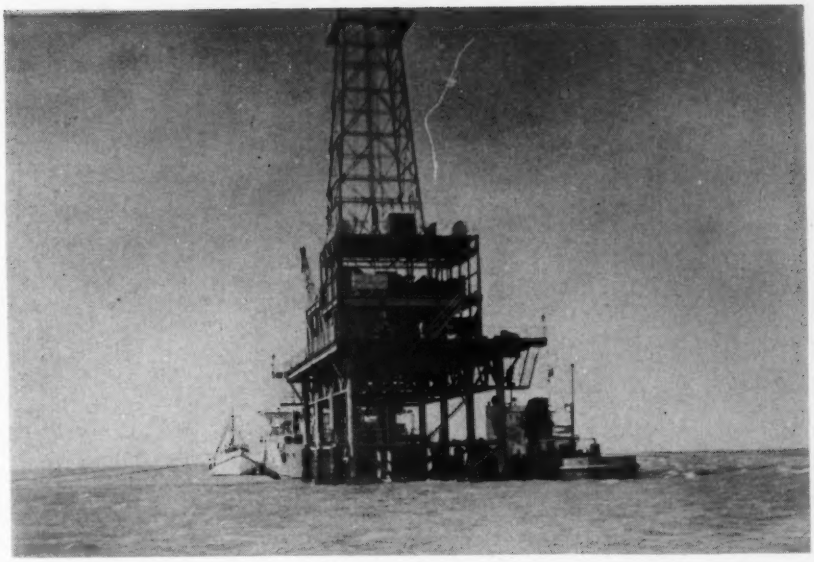
Shale shaker
Hutchison Mfg. Co. dual "Rumba," skid-mounted, with back mud tank, mud bypass and belt guard, desander and sample catcher

Accumulator
Payne Mfg. Co. 80-gal. accumulator, with 120-gal. tank and skid; Payne high-pressure standby pump

Degasser
Swaco degasser from Salt Water Control, Inc.

Desander
Dorr-Oliver desander, from Salt Water Control, Inc.

Lighting system
RIG-A-LITE vapor proof 3-wire grounded lighting system includes derrick string of 10 floodlights, marker light, 4 floodlights on floor, 2 pipe rack lights, 4 substructure lights, 1 floodlight on each mud tank, 2 trouble lights



But water, the ups and downs of it, is even a more serious problem off St. Mary Parish, where Llano's RIG 6 is drilling. On these pages is comparative data for the two rigs.

Equipment on the CLAYTON G. DORN

Aft mooring winches
Two electrically-driven Markey winches, from Markey Machinery Co. of Seattle and New Orleans

Air compressor, standby
Gardner-Denver driven by Lister diesel engine

Air compressors
Two Gardner-Denver driven by electric motors

Air driven hoist
Joy, model PA-95, reversible

Anchors
Two 1500-lb. Danforth anchors

Bow mooring winch
Electric driven A. A. Johnson winches modified by Markey Machinery Co.

Breast line mooring winches
Two electrically operated Jaeger winches modified by Markey Machinery Co.

Bulk cement bins
Delta Tank Mfg. Co. with Fuller Air Slide Conveyors

Engine Drive Group
"Oilwell" 1500 3-engine drive with GM Model 24103 6-71 quad diesels

Engine cooling water pumps
Two Mission Mfg. Co. 5x6 R

Fire and bilge pumps
Two Mission Mfg. Co. 2x3-99

Fuel oil transfer pumps
Two Goulds, rotary, Size 6

Generators
Three 100 kw Delco generators supplied by George Engine Co. of Harvey, La., and driven by air-starting GM diesel engines

Halliburton unit
Complete with three GM diesel engines

Mud mixers
Two "Lightnin" 15 hp electrically operated agitators, one 1/3 hp electrically operated mixer

Mud pumps
Two "Oilwell" 818-P and two Mission 6x8 R mud mixing

Pressure sets
Four Roth model S-1000, two Roth Model S-450

Priming pump
Viking Model ZL

Revolving crane
30-ton Lorain from Head and Guild of Houston

Sand pump
Mission Mfg. Co. 3x4 D-10

Standby drilling water pump
Marlow, self-priming

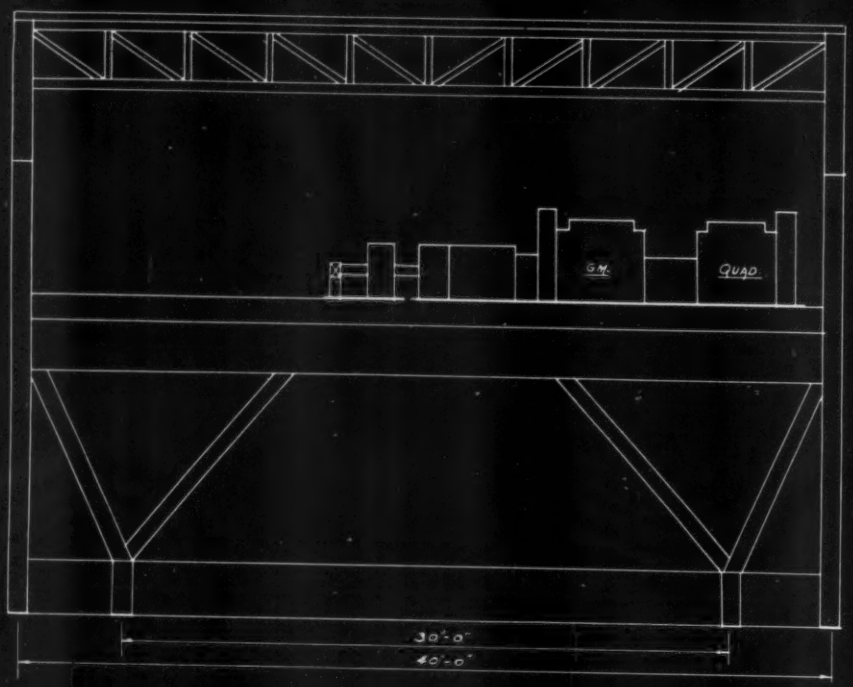
Switchboard
Main switchboard for power and lighting fabricated by McIntosh Electric Co. of Beaumont

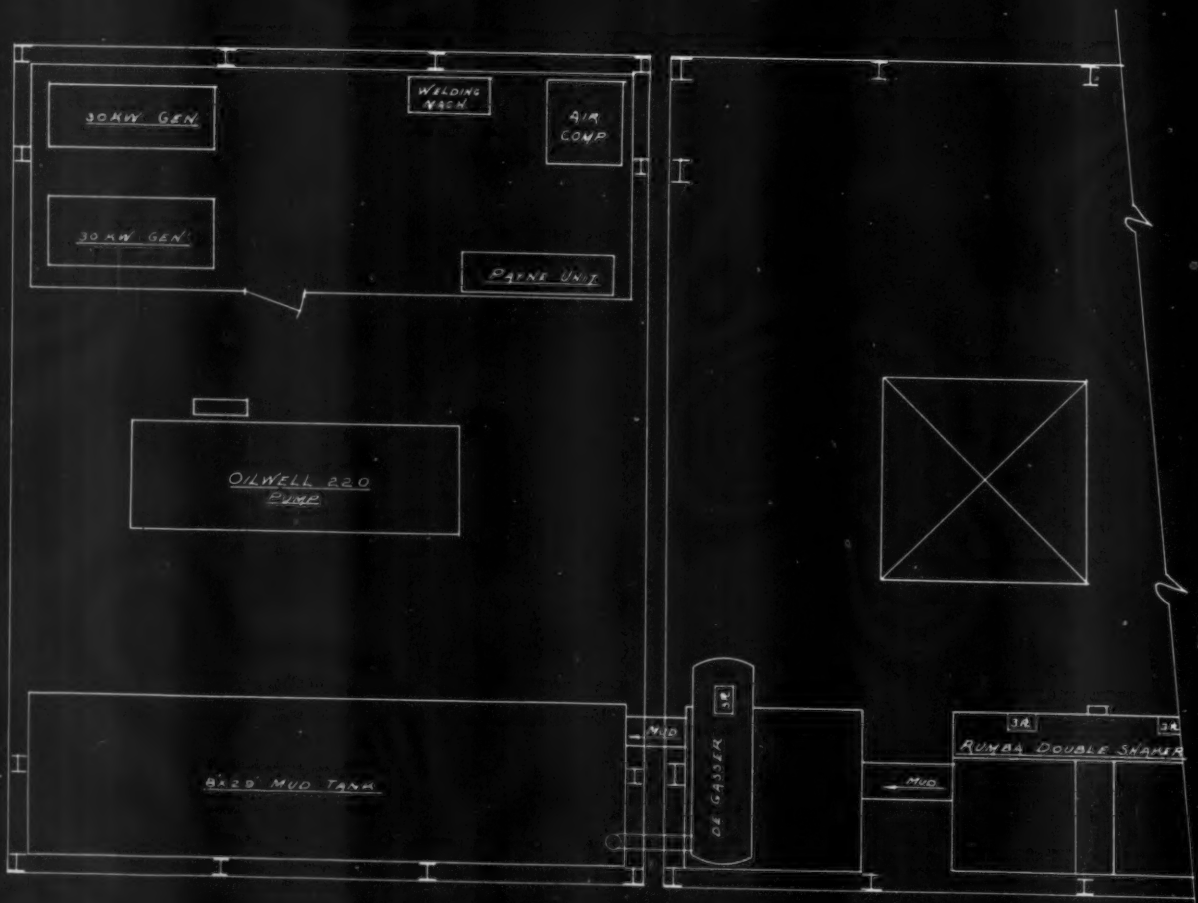
Telephone system
Hose-McCann sound powered, by McIntosh Electric

Washdown pump
"Oilwell" piston type

Water distillation unit
MECO Model PD300K diesel-powered thermocompression distillation unit from Mechanical Equipment Co. of New Orleans

Welding machine
Lincoln, 400 amp, electric drive





PLAN — LOWER LEVEL

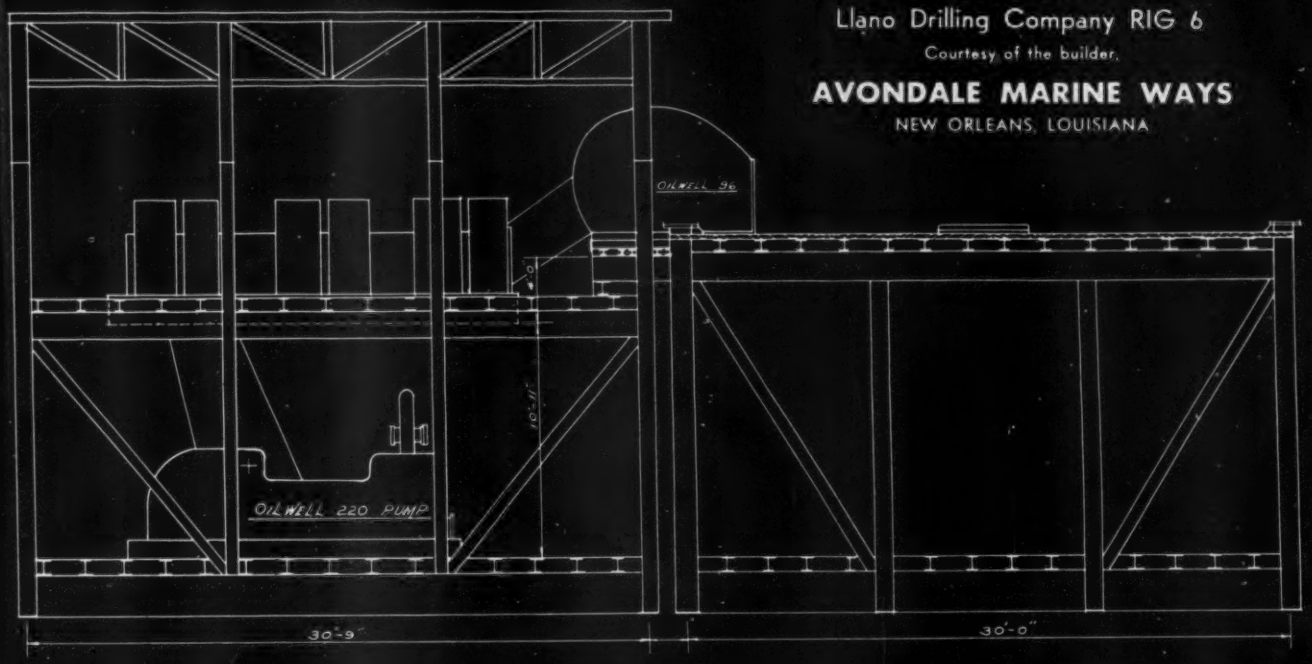
DECK PLANS

Llano Drilling Company RIG 6

Courtesy of the builder,

AVONDALE MARINE WAYS

NEW ORLEANS, LOUISIANA



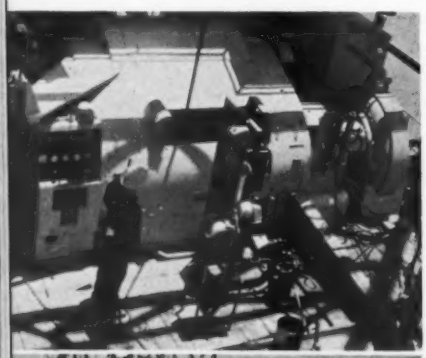
PLAN — ENGINE & DRILL FLOOR

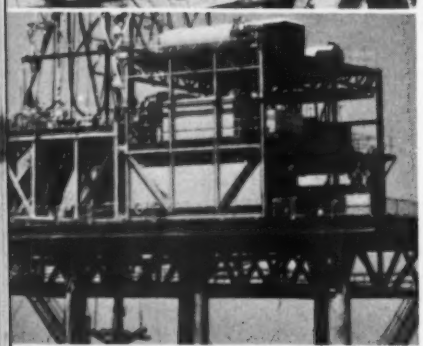
Open-Water Drilling with Tender and Platform

...and the "Oilwell" Equipment is all engineered to work together.

Deep water drilling tender of special design on location in open water off the Louisiana coast.

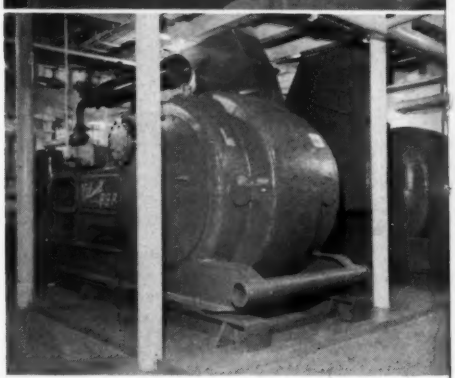
DRILLING CONTRACTORS who are considering tender-and-platform operations will find many advanced features in this installation. "Oilwell" drilling equipment is built into the two movable platform structures, and the tender, as shown by these pictures. Your "Oilwell" Representative will gladly supply detailed information.





Atop the open-water platform is a unitized derrick substructure with "Oilwell" 96 Draw Works and 26-HD Rotary permanently in place. Behind it, a double-decked structure supports well servicing facilities on the upper level and an "Oilwell" 1500 three-engine drive below. An auxiliary mud reservoir, together with an "Oilwell" 220-P mud pump, is built into this section at main platform level to maintain circulation when conditions necessitate removal of the tender.

Major mud circulating facilities are provided on the tender, where an "Oilwell" 1500 three-engine drive on the main deck powers two 818-P pumps located directly below in the hold. Each of these pumps is rated 925 hp input and will displace 930 gpm with maximum-size liners at 65 rpm. Upper deck of the tender provides pipe storage and housing facilities for the crews.



OIL WELL SUPPLY

DIVISION UNITED STATES STEEL CORPORATION

Executive Offices—DALLAS, TEXAS
Export Offices—
30 ROCKEFELLER PLAZA
NEW YORK 20, N. Y.

Area Offices— CALGARY, ALBERTA
CASPER, WYOMING . . COLUMBUS, O.
DALLAS, TEXAS . . HOUSTON, TEXAS
TULSA, OKLA. . LOS ANGELES, CALIF.

USS TRADE MARK

"OILWELL"

UNITED STATES STEEL

Rig 6

Drilling Equipment

Just 24 hours after arriving on location Llano's RIG 6 can be rigged up and drilling

Strict regulations govern the size and weight of loads hauled on our state and national highways. At sea, there are no such limitations.

When the drilling tender **Clayton G. Dorn** is pulled away from the platform, only three lifts are required to load out Llano Drilling Company's unitized **Rig 6**, and transport it to a new location. The 140-foot Lee C. Moore derrick and substructure comprise one lift. The engine substructure and Schlumberger deck make up the other two lifts.

Arriving on a new location in moderate seas, with wave action not exceeding four or five feet, **Rig 6** can be rigged up and drilling in 24 hours.

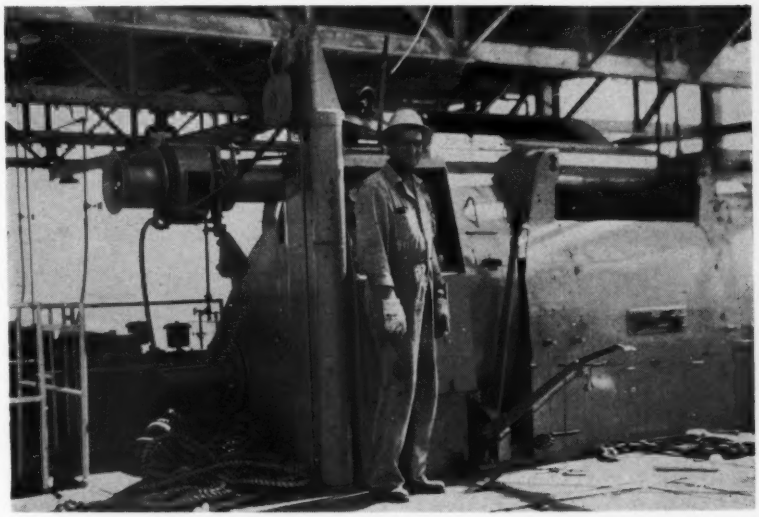
Packaged rig . . . The three-decked "packaged" rig was designed and built for Llano by Avondale Marine Ways, Inc., of New Orleans.

The first deck contains the Hutchison Manufacturing Company dual "Rumba" shale shaker unitized on skids with back mud tank, mud bypass and belt guard, and desander and sample catcher; two 100-bbl. mud circulating tanks; Swaco degasser; Dorr-Oliver desander; Payne Manufacturing Company 80-gal. accumulator with 120-gal. tank and skid, and Payne RAM 10-9-32 pump with automatic pressure control switch and air regulator; two Hydril blowout preventers and six Cameron QRC preventers; Edward "Mud Wonder" valves; two Yale spur chain hoists for handling the blowout preventers; and one "Oilwell" 220-P mud pump rated at 600 input HP at 60 rpm.

There are two remote BOP control stations, one at the driller's station, and one on the first deck of the platform.

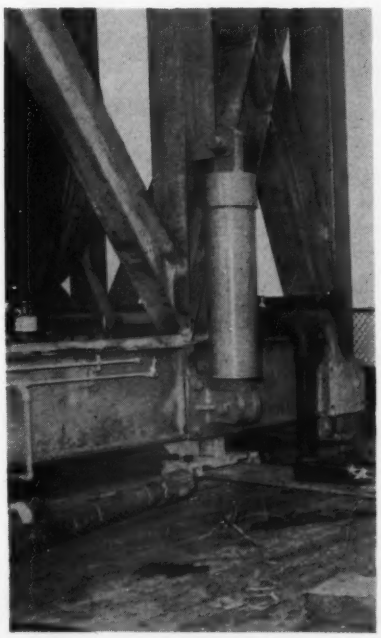
Second deck . . . The second or main deck contains the "oilwell" 96 drawworks with LeBus counterbalanced spooling and Thermoid brade linings on drawworks drum, 60" Parkersburg brake, Foster 15 MP cathead, Foster 33 AH cathead, and Thermoid wire line turnback.

(Continued on page 49)

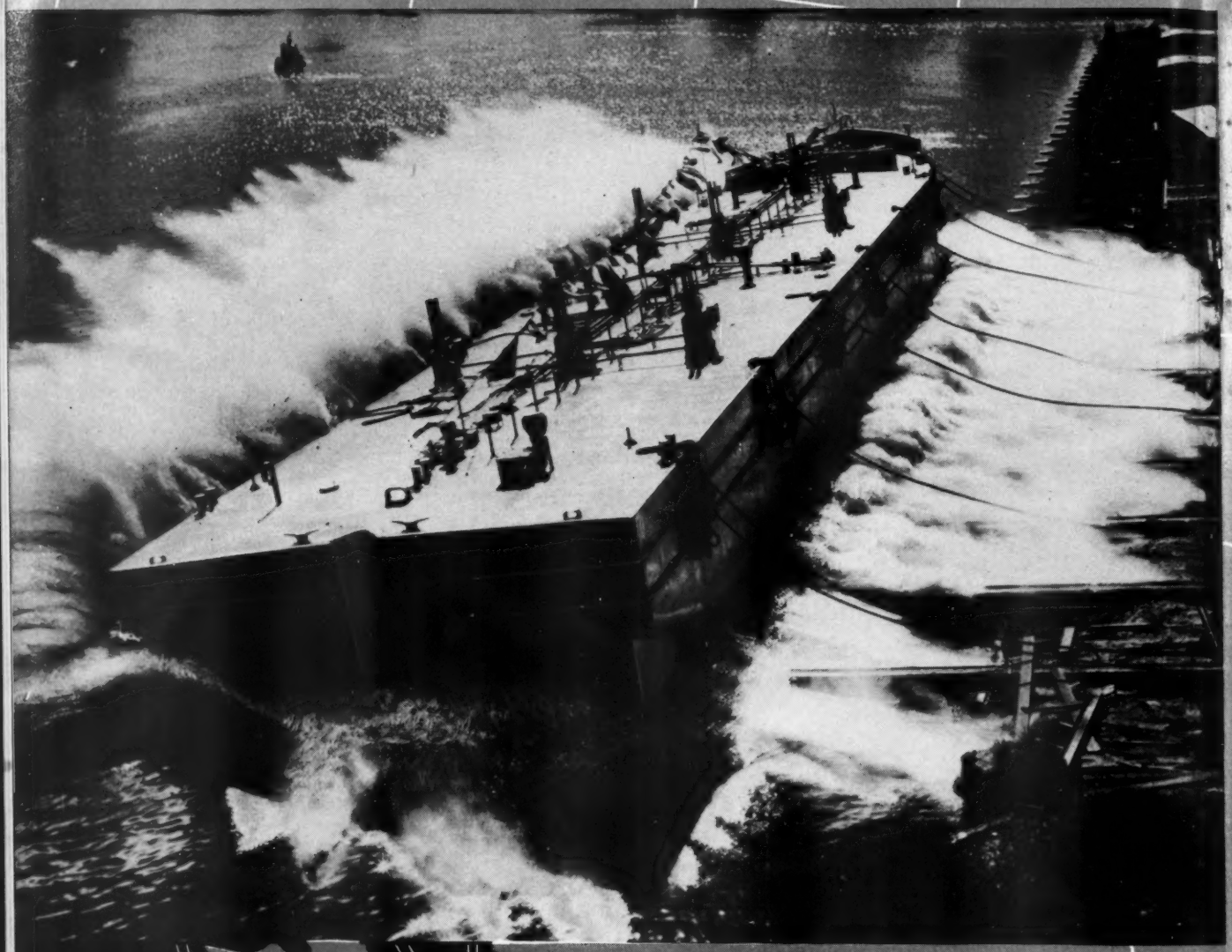


Driller Walter Nichols at "Oilwell" 96 drawworks. Drawworks includes LeBus counterbalanced spooling, 60" hydromatic brake, Thermoid brake linings on drawworks drum, Foster 15 MP cathead and 33 AH cathead, Thermoid wire line turnback.

"Mighty midget"—Joe Stine, Inc., hydraulic jack for skidding derrick and substructure.



"Oilwell" 480 traveling block. Web Wilson 450 Hydra Hook.



WHEN WILL THIS DIMETCOTED BARGE NEED REPAINTING?

Frankly, we don't know... but Dimetcoted structures in similar exposures *are still fully protected after more than 5 years of service.* Dimetcote is the only protective coating which safeguards steel from marine corrosion for so many years! Yet, only one coat is required.

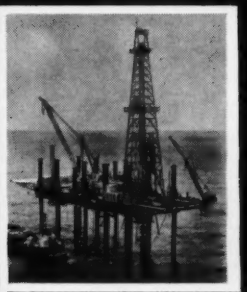
DIMETCOTE HAS REVOLUTIONIZED CORROSION CONTROL IN THE GULF

ONLY ONE COAT OF THIS 100% INORGANIC ZINC COATING "COLD GALVANIZES" STEEL TO PROVIDE MAXIMUM PROTECTION AT MINIMUM COST!

Millions of square feet of steel in offshore locations have been coated with Dimetcote since this remarkable coating was introduced in this country 5 years ago. Yet, not one properly Dimetcoted structure has shown any appreciable sign of deterioration in this time. That's a record for offshore locations! (In Australia, where Dimetcote was developed, there are structures which were coated in 1942, and are in excellent condition today, without having required any repainting for 14 years!)

DIMETCOTE IS UNIQUE! It is not a paint, yet is easily applied with conventional spray equipment. Because it bonds chemically as well as physically to the surface, it is almost impossible to find the interface between Dimetcote and the steel. Dimetcote shows no visible change after many years exposure to the most severe weather conditions—sun, heat, fresh and salt water. Unlike coatings of pure zinc, exposure to salt water actually improves its resistance. Dimetcote is insoluble in all solvents and petroleum products. It is highly abrasion resistant, but if abraded through to bare steel, the coating will cathodically inhibit corrosion. Remember, ***only one coat*** is required for years of economical protection. Dimetcote may solve your marine corrosion problem. We will be pleased to send you a product bulletin describing this protective coating, on request.

This protective well-head caisson is typical of many offshore structures which have been protected by a single coat of Dimetcote for more than five years without requiring repainting.

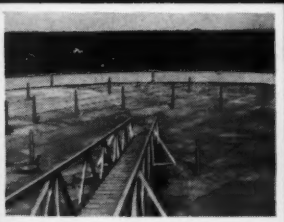


During construction, "Mr. Gus," the famous mobile drilling platform, was coated with Dimetcote. Selection of Dimetcote for this multi-million dollar structure indicates its great value for offshore locations.

Follow the line of **most** resistance

CORPORATION

Dimetcote is highly recommended for use on: barges, off-shore drilling and production platforms, service boats, christmas trees, caissons, buoys, LTX separation units, floating roof tanks, water tanks, ship decks and stacks—any place where atmospheric or salt water corrosion is a problem.



This floating roof tank was coated with Dimetcote 4 years ago to provide protection from atmospheric corrosion. Despite the severe abrasion the coating is still in excellent condition.

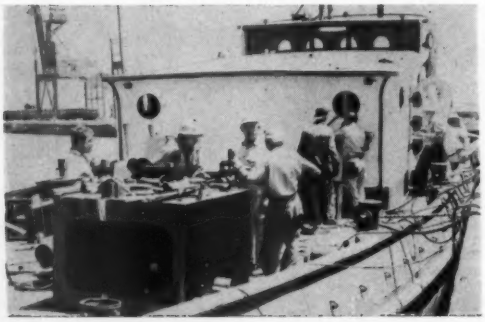
Dept. "FF", 4809 Firestone Blvd.
South Gate, California

Evanston, Ill. • Kenilworth, N. J.
Jacksonville, Fla. • Houston, Tex.

The "Margery"

ON THE JOB WITH LLANO

Tied up at a Galveston dock . . .



. . . the MARGERY is rushed to completion for service with Llano Drilling Company in the Gulf of Mexico.

Rugged 80-footer is big enough, and tough enough, to tackle any offshore job

Built especially for marine oilfield service in the Gulf of Mexico, the MARGERY is the first of two combination crew and supply boats newly constructed for lease by Offshore Boats, Inc. of Galveston to Llano Drilling Company of Midland and Morgan City.

An identical crew-cargo boat, the SADELLE, will be outfitted and on the job soon.

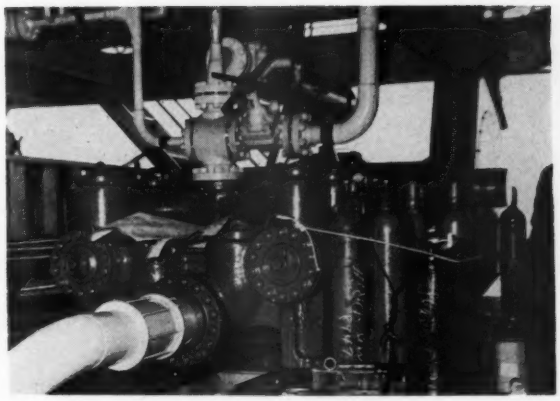
With a length overall of 80 feet, and a beam of 22 feet, the MARGERY has 36 feet of open deck space aft of the cabin. Storage tanks aboard the all-steel vessel will carry 8,000 gallons of potable water, 16,800 gallons of drilling water, and 16,000 gallons of diesel fuel. Powered by two 6-110 GM diesel engines supplied by Stewart & Stevenson Services of Houston, the MARGERY will ferry crews and supplies to Llano's Rig 6

With bunks for twelve oilfield personnel, and a seating capacity for sixteen men, the MARGERY is equipped with marine radio, radiotelephone, Llano's FM radio equipment, radar—and every modern convenience.

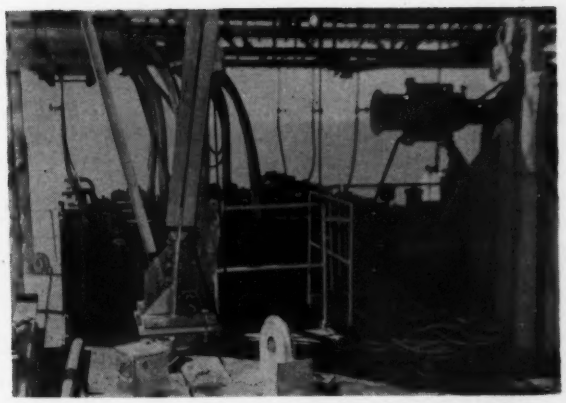
For your crew or supply boat needs
write, wire or call

OFFSHORE BOATS, INC.

3721 Q STREET PHONE 5-6200 GALVESTON, TEXAS



"Oilwell" 220-P pump, Edward "Mud Wonder" valves.



In background, GM diesel quads powering "Oilwell" 1500 3-engine drive. At right "Oilwell" 96 drawworks, Foster cathead.

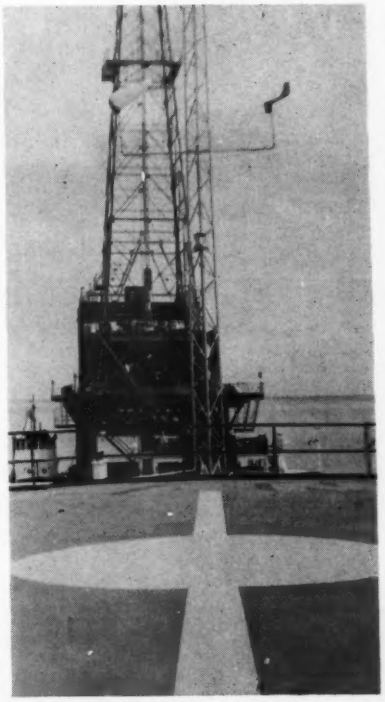
Drilling Equipment

(continued from page 45)

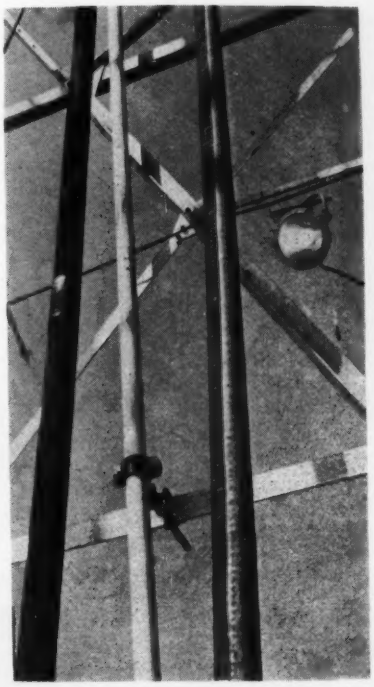
Also on the second deck is the "Oilwell" 1500 three-engine drive, powering the drawworks and consisting of three General Motors Model 24103 6-71 quad diesel rated 556 hp each, with oilbath chain drive; "Oilwell" 26-HD rotary; Web Wilson 450 Hydra Hook and elevator links; Martin-Decker Type "E" weight indicator; "Oilwell" 580 crown block with cat line sheave and sand line sheave attachments; "Oilwell" 480 traveling block rated 480 tons; powerflex barge crossover hose; Thermoid rotary hose; Omsco kelly valve, and Lighthouse, Inc., fog horn.

Lighting system . . . Rig-A-Lite Company's vapor proof 3-wire grounded lighting system includes a derrick string of ten floodlights and one marker light; four flood lights on the floor; two pipe rack lights; four substructure lights; nine 100-watt lamps in engine house; one floodlight for each mud tank; and two trouble lights.

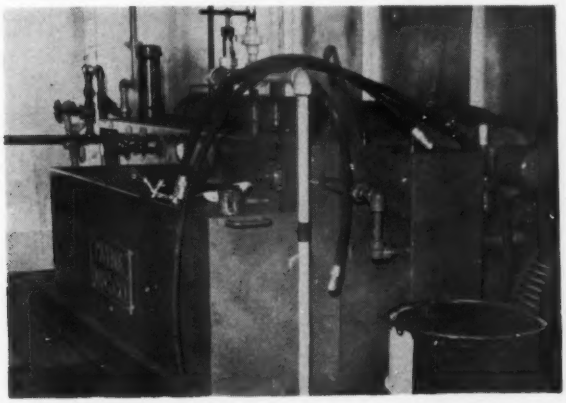
(Continued on page 53)



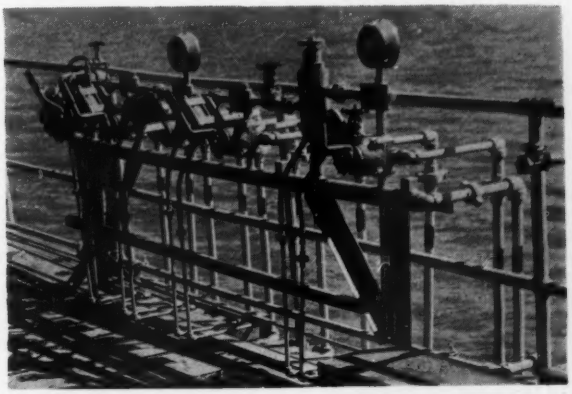
Lee C. Moore 140′ x 30′ base derrick as seen from heliport of tender.



Thermoid rotary hose, one of ten Rig-A-Lite derrick floodlights.



Payne Manufacturing Company 80-gal. accumulator with 120-gal. tank and skid, RAM 10-9-32 pump with automatic pressure control switch and air regulator.



Payne Manufacturing Company blowout preventer control station on derrick floor at the right of the driller.

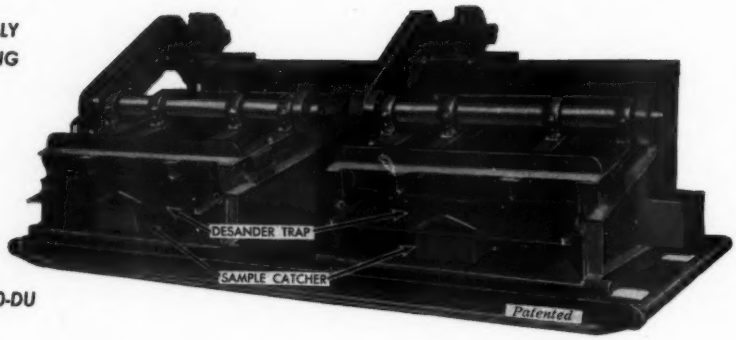
Avast!

SEAGOING CONTRACTORS

LOOK IT'S NEW!

a DUAL DESANDER "by RUMBA"

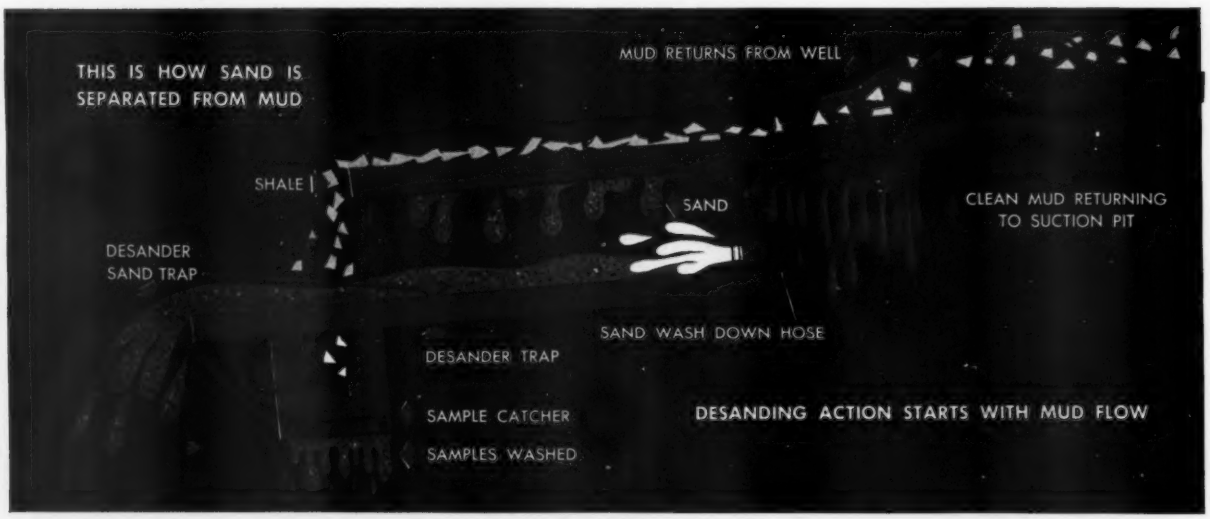
IN SERVICE CONTINUOUSLY WHEN PUMPS ARE RUNNING



DUAL MODEL CATALOG NO. 4860-DU
Removes Sand and Shale

SAVES

- Pump Repairs
- Drill Pipe Cutting Out
- Long Fishing Jobs
- Bit Wear Less Trips
- Drilling Time
- Time Setting Casing
- Drill Pipe Sticking
- Mud Waste by Less Frequent Sand Trap Dumping
- Costly Mud Transportation on Offshore Drilling



HUTCHISON MANUFACTURING COMPANY

6609 Avenue U, Houston 11, Texas

here's what they mean when they say—

"She's LeBus Spooled!"

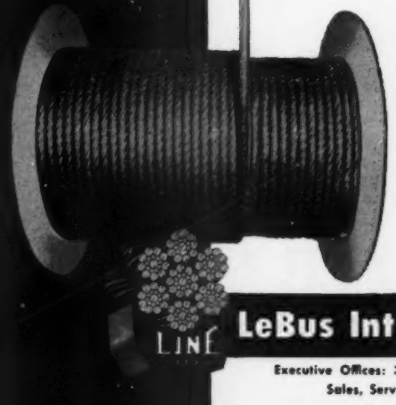
She's LeBus Spooled" is a common expression these days around the oil patch for LEBUS GROOVING AND COUNTERBALANCED WIRE LINE SPOOLING SYSTEMS.

Fully patented, the LEBUS SPOOLING SYSTEMS are now used on over 2500 rigs. Savings of over 18 million dollars yearly are being enjoyed in wire line and drilling time alone!

The LEBUS NEW COUNTERBALANCED SYSTEM is the latest advancement—further reducing the whipping action of the line . . . adding more to its life . . . and allows the line to be spooled at even faster speeds than ever before possible.

LEBUS GROOVING & COUNTERBALANCED SPOOLING SYSTEMS . . .

- Allow faster speed for operation of drilling hoists.
- Allow up to 40% deeper drilling with your present rig.
- Are saving over *$600 per rig monthly in wire line and operating time alone (*Average based on records of 2,500 rigs.)
- Eliminate drum and drawworks vibration formerly caused by bad spooling.
- Eliminate wire line whip between drum and crown.
- Insure greater safety to crew.
- Eliminate hand spooling of line.



Get all the facts—contact a LeBus representative or LeBus direct—NOW.

LEBUS SPOOLING USED ON LLANO OFFSHORE RIG, TOO

We are proud that the Llano Drilling Company specified LeBus Spooling for this important offshore job. Offshore or inland LeBus Spooling is becoming standard practice with Drilling Contractors today.

Patent Nos.: Counterbalanced Spooling, Nos. 2,734,695; 2,732,150. Controlled Parallel and Helical Spooling, Nos. 2,708,080; 2,620,996. Appli. of grooving, Nos. 2,599,926; 2,204,938. Removable End Fillers, No. 2,216,819. Other patents pending.

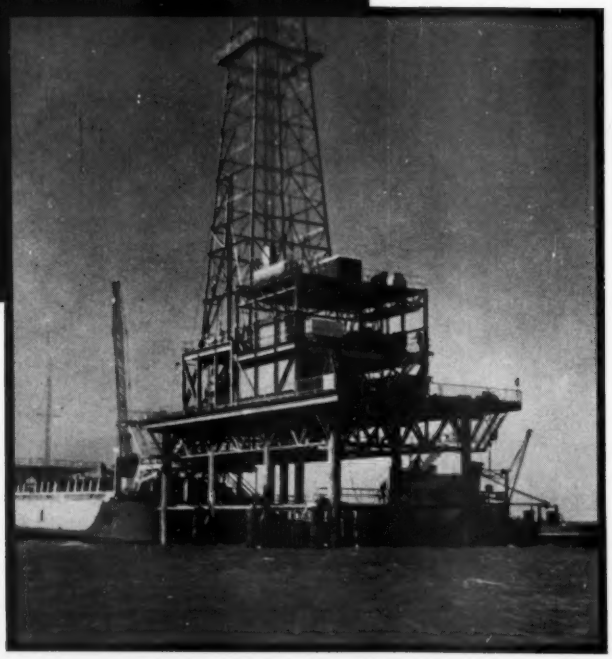
LeBus International Engineers, Ltd.

Executive Offices: 305 Wichita National Bank Building, WICHITA FALLS, TEXAS
Sales, Service Control and Warehouse Stock: LONGVIEW, TEXAS

Llano Drilling Company has installed *both* a SWACO D-Gasser and a DORRCO D-Sander on their new offshore platform.

Together, these units give the mud control necessary for fast, safe, economical drilling.

For full information, call or write us.

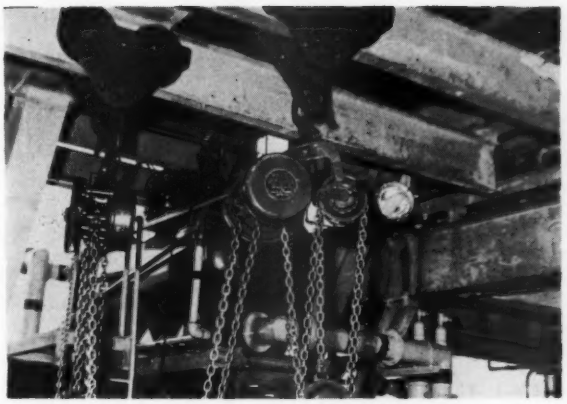


SWACO

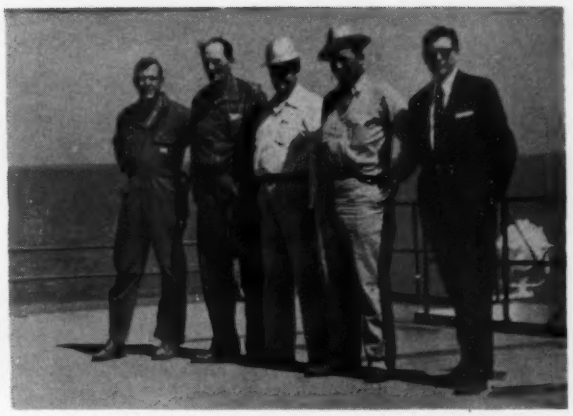
SALT WATER CONTROL Inc.

A Sid Richardson Development Company

1211 Ft. Worth National Bank Phone: ED 2-4434 Ft. Worth, Texas



Yale ball bearing spur chain hoists for handling blowout preventer equipment.



Left to right, Clarence Conn, assistant district engineer for Forest Oil Corporation; Paul H. Meyer; Bill Crenshaw! M. C. LaGrone; and Jack Riggs.

Drilling Equipment

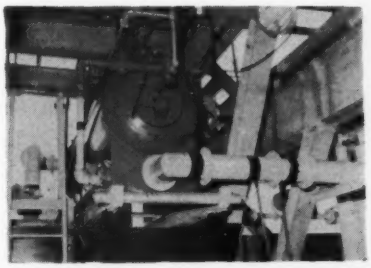
(Continued from page 49)

Derrick . . . The Lee C. Moore 140′ x 30′ base derrick has a 100 mph actual wind load capacity and 1,100,000-lb. capacity.

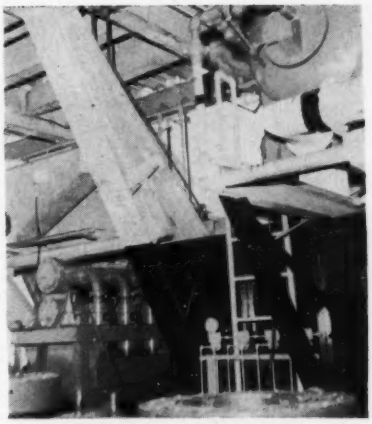
Third deck . . . The third deck contains the Schlumberger unit and pressure water and fuel tanks.

Services . . . Llano has contracted with Sea Service, Inc., of Harvey and New Orleans, for use of the 135-foot supply vessel **Offshore Service.** Llano operates two 80-foot crew boats, the **Margery** and **Sadelle,** under a lease-purchase agreement with Offshore Boats, Inc., of Galveston, Texas. Built especially for Llano's first operation, the **Margery** and **Sadelle** are named after the wives of Jack Riggs, company president, and Paul H. Meyer, vice-president and manager of operations. The vessels are each equipped with marine radio, radiotelephone, Llano's FM radio equipment and radar. Each boat is outfitted with 12 bunks and has a seating capacity for 16 men. Stewart & Stevenson supplied all equipment on the boats.

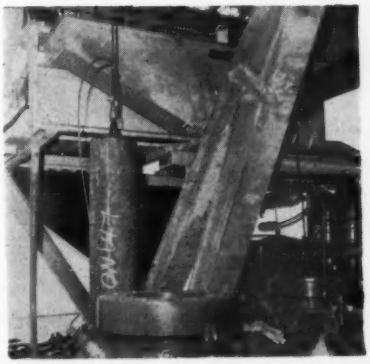
(Continued on page 55)



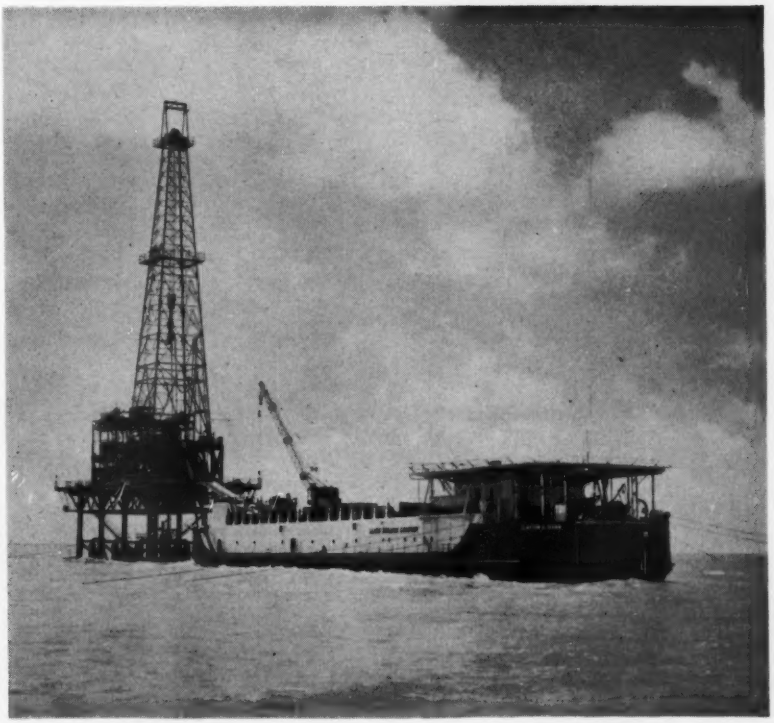
Swaco degasser on second, or main deck, shown in above picture.



This unusual picture, right, shows Dorr-Oliver desander, left, and Swaco degasser, right.



Hutchison Manufacturing Company dual "Rumba" shale shaker, with Dorr-Oliver desander at right.



Once the drill tender CLAYTON G. DORN is on location Llano's RIG 6 can be rigged up and drilling in 24 hours.

The "SEA HOSS"

25 Ton Offshore Crane

LORAIN'S Answer To The Need For A Sea-Going Crane

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HEAD and GUILD

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SALES — SERVICE — RENTALS

Jack Riggs, President, Llano Drilling Co.

Paul H. Meyer, Vice-President and Manager of Operations

Herbert V. Schulz, Secretary-Treasurer

M. C. LaGrone, Offshore Rig Superintendent

Drilling Equipment

(Continued from page 53)

General Marine Corporation, of Harvey, La., furnishes steward and catering personnel.

Offshore base . . . Llano Drilling Company's offshore base at Morgan City, La., maintains FM radio contact with **Rig 6** on a round-the-clock basis.

Supervisory personnel includes M. C. LaGrone, rig superintendent, W. F. Crenshaw, rig superintendent, C. K. Hafer, drilling tender engineer, H. Blanchard, drilling tender engineer, and Chester Hart, maintenance superintendent.

William F. Crenshaw, Offshore Rig Superintendent

History . . . Llano Drilling Company was organized in 1951 by Richard B. Dorn and John C. Dorn, who have since resigned as active officers to join Forest Oil Corporation, of which Llano is a wholly owned subsidiary. The drilling tender **Clayton G. Dorn** is named after Clayton Glenville Dorn, moving spirit in the founding of Forest Oil Corporation.

Officers of Llano Drilling Company include Mr. Riggs, Mr. Meyer, and Mr. H. V. Schulz, secretary-treasurer.

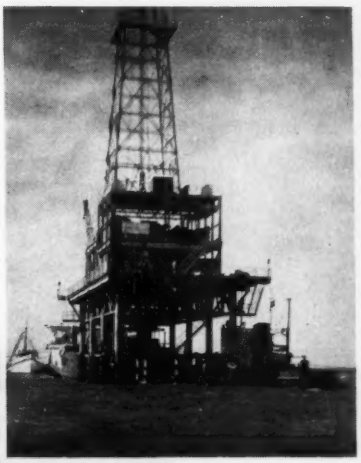
Horace Blanchard, Drilling Tender Engineer

Charles K. Hafer, Drilling Tender Engineer

LLANO GOES TO SEA

. . . with West Texas Rig equipped with 3500th Assembly 15 Spinning Cathead

(Also equipped with Assembly 33 Breakout)



Llano's #6 is another record-breaking rig equipped with the famous "Foster pair"—the Assembly-15 Spinning Cathead, and the Assembly 33 breakout cathead. This rig is a milestone for us, as well as for the industry—it's equipped with the 3500th Assembly-15 Spinning Cathead produced.

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Texas Warehouse Service ..... Corpus Christi, Texas
R. D. Cloninger ..... Lafayette, Louisiana

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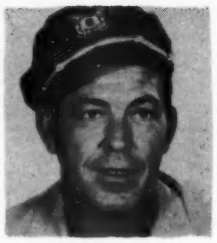
President and General Manager

GALE CARROLL
Vice President and Sales Manager

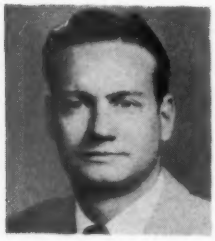
PHIL NATHANS
Secretary and Treasurer

JEFF VANDERSLICE
Field Operations

GEORGE EGGLESTON
New Orleans Operations



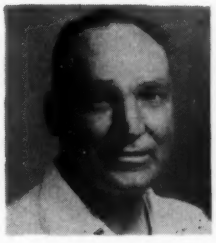
BOB SHIELDS
Morgan City Operations and Boats



H. K. STANFIELD
Houston Sales

LEE "RED" LONG
New Orleans Production

BENTON HEBERT
New Orleans Clerical



FRED RAY
Field Production

SOFFUS TORKELSON
Field Production

CAPT. THOMAS ACHARD
Captain M/V Salvor

CAPT. ALTON DINGER
Captain M/V Miss Junietta

WALTER MERRICK
Houston Production

CORA NEWBY
Office

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Vapor Honing Company's team of specialists is dedicated to achieving the highest quality workmanship in the application of protective coatings for the marine, oil, chemical and allied industries. When you bring your coating problems to Vapor Honing Company, you are assured of superior service.

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Harvey, La. Houston, Texas Morgan City, La.

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TO APPLY PROTECTIVE COATINGS

on Offshore Structures

Vapor Honing Marine Services goes to sea . . .to prolong the life of your drilling or producing platform.

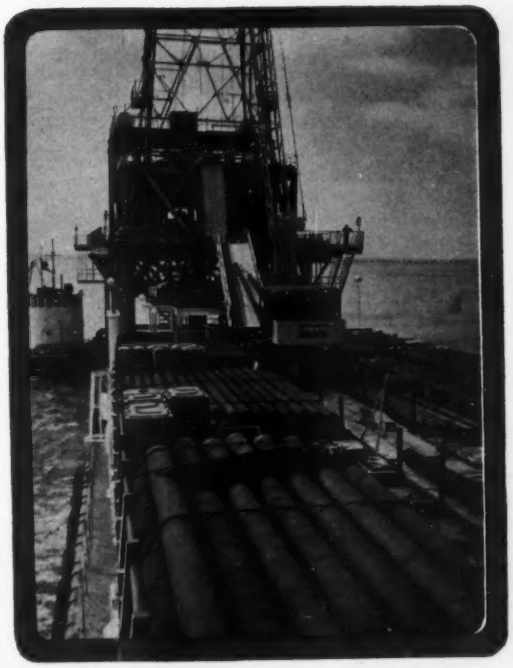
The 105-foot **Salvor** and the **Miss Junietta** are especially equipped to do sand blasting and apply any kind of protective coating at your drill site.

Each vessel is equipped with a special Ingersoll-Rand "Gyro-Flo" air compressor, four sand-blasting pots with hoses and guns, and four spray rigs for coating. With storage space for 3000 sacks of sand for sand blasting, 10,000 gallons of diesel fuel, and 4000 gallons of water —the **Salvor** and **Miss Junietta** can go out and stay out until the job is done.

If you have a corrosion problem — call Vapor Honing Marine Services.

Services available on contract or day rate basis.

Covered by insurance to meet stringent customer requirements.



The 105-foot SALVOR, shown at top and above, doing "touch up" job after completion of welding on an offshore drilling platform.

VAPOR HONING MARINE SERVICES, INC.

7018 Katy Road
Phone UN 1-0476
Houston, Texas

Morgan City, La. **Harvey, La.**

INDUSTRY ITEMS . . . . . In the News

EARL M. KIPP

Earl Kipp Named Director Of The California Company

Newly elected director, vice president and assistant to the president of The California Company is Earl M. Kipp.

Kipp had been the company's chief engineer for the past ten years, and he will continue to be headquartered in New Orleans.

He has been with The California Company or its affiliates since 1936, when he graduated from Stanford University with a degree in engineering. In August, 1940, he was transferred to The California Company as a petroleum engineer. Previous assignments include work in California, Texas, New Mexico, Louisiana, Mississippi and the Rocky Mountain region.

Southern Production Picks T. S. Stoneman Director

Election of T. S. Stoneman, president of The Offshore Company of Baton Rouge, to the board of directors of Southern Production Company, Inc., of Fort Worth, Texas, has been announced.

The Fort Worth firm owns 67.5 percent of the stock of The Offshore Company. Southern Production also recently acquired control of the Frederic R. Harris, Inc., engineering firm, of New Orleans and New York.

Humble Names M. J. Davis Executive Vice President

Morgan J. Davis is new executive vice president of Humble Oil & Refining Company. In his new capacity Davis will assist the president, Hines H. Baker, in general administration of the company's affairs.

Ed J. Hamner was elected to the board of directors to succeed Davis as director in charge of exploration.

Campbell Elected Director Of Creole Petroleum Corp.

Election of Nicholas J. Campbell Jr. as a director of Creole Petroleum Corporation has been announced. Campbell began his service with Creole in 1947, in the New York office, and was in the Caracas, Venezuela, office from 1950 until January of this year, when he was elected a vice president of the company and moved to New York.

He succeeds Lloyd G. Smith, who retired April 30 as a vice president and director after 43 years service.

Kermac Promotes Lawson, Former Rig 44 Toolpusher

W. C. "Carl" Lawson, formerly toolpusher on Kermac's Rig 44, is new Central Gulf division drilling superintendent for Kerr-McGee Oil Industries, Inc., of Oklahoma City.

In other organizational changes: Grier Zimmerman, former toolpusher and drilling engineer, fills the newly created post of supervisor of drilling operations. Division superintendents in the West Gulf, Central Gulf, and East Gulf divisions will report to Zimmerman.

Kenneth W. Parker, a toolpusher and drilling engineer in the Gulf Coast region the last five years, transfers to Oklahoma City as special assistant to General Manager George Parks.

Kerr-McGee Says Earnings Highest In Firm History

Kerr-McGee Oil Industries, Inc., announcing earnings of $3.4 millions, after taxes, for the first three quarters of this fiscal year, told stockholders that company earnings were the highest of any nine months in the company's history.

Mentioned specifically in the report were two offshore Louisiana gas-distillate producers, two wells onshore in southern Louisiana, and a development program in Andrews County, Texas.

Tide Water Associated Oil Company Gets A New Name

Tide Water Associated Oil Company is no more. Or, rather, the company has a new name. Early in May stockholders approved shortening the firm's name to Tidewater Oil Company. Tidewater is a member of the four-company CATC group, and holds other offshore acreage jointly with Atlantic Refining Company.

Cities Service Picks Dietert To Head Joint Operations

Cities Service Oil Company (Del.) recently announced appointment of A. E. Dietert of Fort Worth as assistant to the chief geologist of that company.

Dietert will have charge of the company's joint-interest exploration and development programs throughout the United States and Canada. Expanding operations in joint interest with others on both land and in the Gulf of Mexico tidelands dictated creation of the new position, it was said.

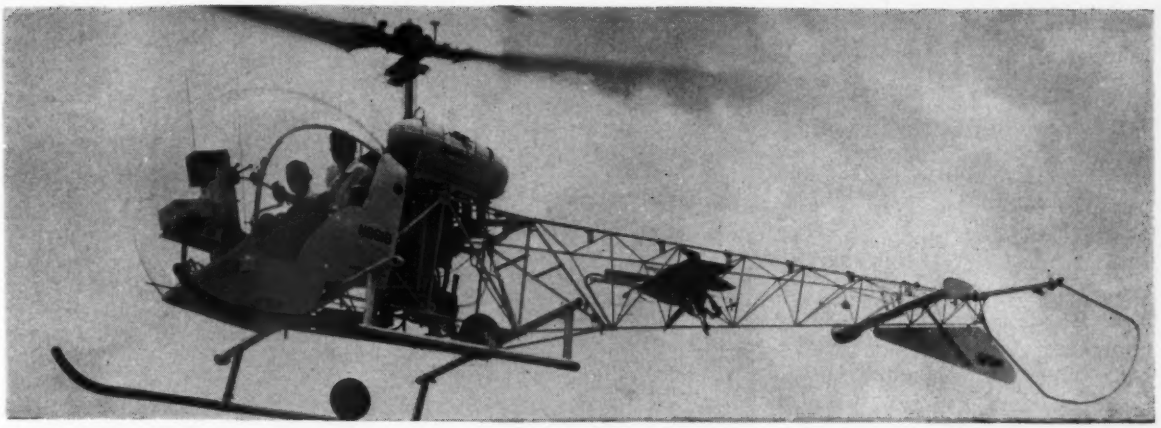
L. E. Patterson of Midland, Texas, and Paul Hyatt of Oklahoma City will assume Dietert's former duties as division geologist for the Southwestern division.

R. T. Lietz Leaves Gulf Oil For Position with Astron

Richard T. Lietz, until recently offshore zone construction engineer for Gulf Oil Corporation, was elected a vice president and director of Astron Corporation, of Houston, in mid-May.

In nine years with Gulf, Lietz gained six years of experience in special construction engineering for offshore planning and design. He supervised construction of two tender-type platforms for water 100 feet deep in the past few months.

Astron, in existence six months, has plans to provide drilling tenders and above-deck equipment for offshore drilling to contractors who prefer leasing equipment. The company also wholly owns Planes, Inc., which specializes in business flying.



Bell's model 47-G lifts a medium load at the rate of 910 feet per minute, can cruise at 70 mph. Useful load is over 800 pounds. Thirteen gallons of fuel an hour is consumed, and range is 255 miles.

To fantail field

'Copters Chop Travel Time

Just two years after the first one went into service over the Gulf of Mexico, 24 whirleybirds are in use

TIRED businessmen who are afflicted with commuters' complaints might like to get their hands on one of the two-dozen-plus helicopters now doing business over the Gulf of Mexico.

The whirleybirds, it is estimated, cut travel time to one-fifth, or less, that required by a crew boat. So if a man normally spends 55 minutes getting down town each day, a 'copter could cut his trip to 11 minutes or less.

To do this, he would have to shell out about $37,000 for a Bell 47-G. Or, if he wanted to organize a helicopter pool, about $155,000 would buy a Sikorsky S-55.

For men who would rather rent than buy, the charter rates are about $150 per day for a Bell 47-G, plus $25 per flying hour. The S-55 charters for approximately $450 per day, plus $75 per flying hour.

That's too much to pay to cure commuters' complaint. But out in the Gulf of Mexico, where travelling time to a job may be nine hours or more by boat, the whirleybirds are proving one of the most useful implements of the oil hunt.

For example, in December, 1955, a fleet of helicopters belonging to Humble Oil & Refining Company carried about 6,000 passengers, plus some materials and supplies. They were servicing eight or nine rigs, and there are an estimated 50 offshore locations which have helicopter landing platforms.

The two top 'birds . . . Keeping tab of developments in helicopter design could be time consuming (new models come out almost monthly) but in the two years they have been in service over the Gulf of Mexico two models have become dominant.

(continued on next page)

Sikorsky's model S-55, here operated by Petroleum Helicopters, can yank medium loads into the air at the rate of 700 feet per minute. Useful load is over two tons. It uses 42 gallons of fuel an hour, can cruise 210 miles non-stop. About 11 S-55's are in service over the Gulf.

To Fantail Field

(Continued from preceding page)

The Bell 47-G, manufactured by Bell Aircraft Corporation, is a three-place, two-passenger type useful for transferring supervisors, service company men, small parts, and injured personnel. More than 1.5 million miles of flight time have been accumulated by the 1,500 Bell 47 models which have been built.

The Bell 'copter can get up to 90 mph at sea level, cruises at 70 mph with floats. Without floats the cruising speed would be 80 mph. It has a service ceiling of 12,000 feet and can climb as fast as 910 feet a minute with a medium load.

With a four-hour cruising endurance time, the Bell is rated for a 225-mile range. It can carry 881 pounds, including fuel and crew, and empty it weighs 1,409 pounds. A 200 hp (at 3,100 rpm) Franklin engine powers the craft, which uses 13 gallons of fuel per hour.

Sikorsky's S-55 ship could carry 10 passengers and two crewmen when it was working for the military, but the need for more fuel and a margin of safety over water cuts the offshore passenger list to seven—ideal for six-man changes.

The approximately 900 Sikorsky S-55's so far built have flown 350,000 hours.

The S-55 can reach 101 mph at sea level, and it cruises at 75 mph with floats. Floats cut the speed by 10 mph.

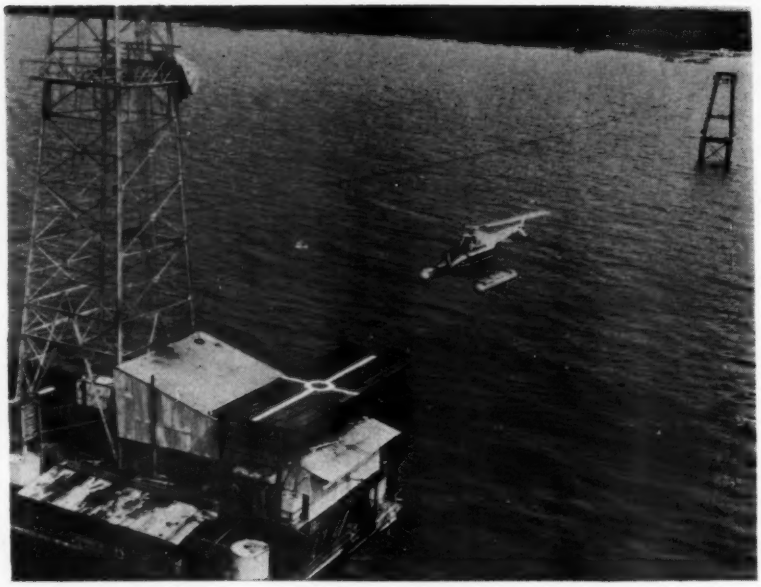
Maximum rate of climb at sea level is 700 feet a minute. The service ceiling is 10,500 feet. Using 42 gallons of fuel per hour, an S-55 can cruise for 4.8 hours and go 210 miles.

Useful load is 2,405 pounds, and the 'copter weighs 4,795 pounds empty. A Pratt & Whitney engine of 600 hp (at 2,250 rpm) powers the S-55.

A place to light . . . About 50 Gulf of Mexico offshore units now have heliport installations, which vary in size from 15 feet square to 80 feet square. They average about 50 feet square.

Proper design of heliports is a controversial subject, but last year a Bell 47-G proved the whirleybird craft is a flexible breed.

In a crewboat, on a rough sea, two hours away from the shore base, two men lay critically injured. A Bell 'copter whirred in from afar, and skilled piloting put the 47-G to rest on the fantail of the bouncing 85-foot boat. About 15 minutes later the men were receiving hospital care.



One of two Westland S-55 helicopters now handling crew changes off Seria, British Borneo. In background is a tower for an aerial ropeway to the rig.

After the jungle lift

Whirleybirds On Duty in Seria

Making 20 trips a day two Westland S-55 helicopters packed a Brewster rig into deep jungle in two months

Two Westland S-55 helicopters have reached Seria, British Borneo, to assist marine drilling and other operations. Operated on charter to The British Malayan Petroleum Company by Bahamas Helicopters, Ltd., the Westlands were transferred from New Guinea, where they recently carried out an exploration rig airlift for another Shell group company.

Narrow landing strip of one of the Seria platforms being approached by a Westland S-55 'copter.

The aircraft flew components of a Brewster rig from a beach-head in New Guinea to a drill site in deep jungle about eight miles inland. The entire rig and accessories were flown to the site in about two months, averaging about 20 trips a day.

During drilling, the rig was kept supplied with casing, and chemicals, and all other materials by air. When drilling was finished, the rig was flown back to the beach-head in about a month of steady flying.

In Seria, the Westlands undertake routine passenger flights to outstations scattered about British Borneo, and are being used for crew changes on marine drilling platforms a mile offshore in the South China Sea.

Other modes of transport off British Borneo: boats, aerial ropeways, and a Bailey Bridge (to a platform just 1,000 feet offshore).

Mobile Units And Tenders

Gulf Coast Area

Mobile Rigs

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling in Block 84 West Delta Area for CATC
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½′ x 140′ pontoons	Rig 44	To 40′	Block 66, Vermilion Area, for Pure
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45		Drilling in Block 33 West Cameron for Phillips and Kerr-McGee
Ocean Drilling & Exploration Company Hayward-Laborde Design, 132′ x 220′ x 58′	"Mr. Charlie"	40′	Drilling for Shell, Block 27, South Pass Area
Ocean Drilling & Exploration Company Hayward-Laborde Design 120′ x 180′ x 49′	"John Hayward"	22′	Drilling for Self, Block 48, Eugene Island Area
The Offshore Company DeLong Design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 51		Leased to Humble, at Grand Isle
The Offshore Company DeLong Design, 13½′ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 52		Drilling for J. Ray McDermott & Co., Inc.
The Offshore Company John Hayward design, 12′ x 74′ x 200′, with four 6′ dia. caissons and four DeLong jacks	Mobile Unit No. 53	26′	Drilling for Humble Oil & Refining Co.
American Tidelands, Inc. Alexander Shipyard Design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling in Block 20, South Pass Area, for Humble
C. G. Glasscock Drilling Co. Bethlehem Design, 15′ x 80′ x 225′	"Mr. Gus"		In Bethlehem Shipyard being repaired for Shell test, Block A-104 High Island
C. G. Glasscock Drilling Co. Bethlehem design, deck 258′ x 104′, pad 200′ x 180′ with four 10′ dia. columns	Unnamed Rig 12	To 125′	Being built by Bethlehem at Beaumont
Southeastern Drilling Co. Friede & Goldman design 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Under construction at Avondale Marine Ways, Inc. of New Orleans, completion expected in June.
Zapata Off-Shore Company LeTourneau Design, 20′ x 80′ x 140′, with three triangular legs.	"Scorpion"	43′	Drilling for Standard of Texas, Block 932 Mustang Island Area
The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons.	S-44		West Delta, The Offshore Co., contractor
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		Being Constructed
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Main Pass Area, Noble Drilling Co., contractor
Penrod Drilling Company California Company design. 150′ x 190′	Unnamed	To 70′	Being built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 82′ with four pontoons	"Mr. Arthur"	To 67′	To be built by Alabama Dry Dock, Mobile, the end of 1956

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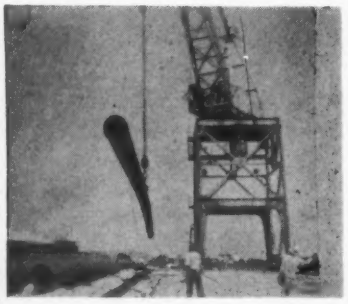
Pipe Line Repair Items



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Kerr-McGee Oil Ind., Inc. Design not reported.	Rig 46	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported.	Rig 47	To 70′	Being built by American Bridge, Orange, Tex.
John W. Mecom floating drydock, 220′ x 78′ x 48′	"Ed. Malloy"		Block 45, West Cameron Area
Placid Oil Co. twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers.	Mobile Unit No. 54	To 100′	Being built by American Bridge, USS, Orange, Tex.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers.	Mobile Unit No. 55	To 100′	Being built by American Bridge, USS, Orange, Tex.
Penrod Drilling Company Penrod design 185′ x 50′	Unannounced	To 18′	Being built by Levingston at Orange
Penrod Drilling Company Penrod design 185′ x 50′	Unannounced	To 18′	Being built by Levingston at Orange
Ocean Drilling & Exploration Company ODECO design 200′ x 300′ x 93′	"Margaret"	To 65′	Under construction at Alabama Drydock Co., Mobile. To be delivered October, 1956
Ocean Drilling & Exploration Company 120′ x 180′ x 50′	"St. Louis"	To 30′	Under construction at Alexander Shipyard, New Orleans. To be delivered July, 1956
Louisiana Offshore Drilling Company Friede & Goldman design, 180′ x 151′ x 12′	Not announced	To 65′	To be built by Ingalls
Trahan Exploration Inc. Friedo & Goldman design, 66′ x 136′ x 180′	Not announced	To 50′	To be built by American Bridge, Orange, Texas
Delta Marine Drilling Co. Hayward-type submersible	Not announced	To 30′	To be built by Alexander Shipyard, Inc., at New Orleans
Magnolia Petroleum Co. (drill barge on piling)	Rig 52	24′	Block 46, Main Pass Area

Drilling Tenders

Owner	Name	Water Depth	Present Status
CATC **Continental Oil Company**	"J. C. Craig"	50′	Block 45, B-1, West Delta Area.
Atlantic Refining Company **Tidewater Oil Company** **Cities Service Production Company** New tender, 260′ x 54′			
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	72′	Block 60, Well A-1, West Delta
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	West Delta, Block 30, Well A-3
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		Block 48, West Delta, Well A-1
Same Companies As Above New tender, 260′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange, by July, 1956
The California Company Converted LST, 328′ x 50′	S-21	36′	Bay Marchand Area Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana, Loffland Bros. Rig.
The California Company Converted LST, 328′ x 50′	S-23	24′	Main Pass, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. Rig.
The California Company LST, 328′ x 50′	S-26	38′	West Delta, Louisiana, Loffland Bros. rig.
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	60′	Block 150 Ship Shoal Area

Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	45′	Block 130 Ship Shoal Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	57′	South Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	60-65′	South Timbalier
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	35-45′	Camanada Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	35-45′	Pelican Island
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I" Rig 16		Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	"Kermac II" Rig 43		Drilling at Pure's Block 42, Vermilion Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips Rig 39		Drilling in Block 30, West Delta Area, for Humble.
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams" Rig 40	27′	Bay Marchand, Block 4
MCN GROUP: **Magnolia Petroleum Co. Continental Oil Co. Newmont Oil Co.** Converted YF	MDT-1	23′	Block 110, Eugene Island Block 110 Field, Well A-1
MCN Group Converted YF	MDT-2	40′	Well C-1 Ship Shoal, Block 113 Field, Block 112
MCN Group Converted YF	MDT-3	35′	Block 93, Ship Shoal Block 113 Field, Well B-2.
MCN Group Converted YF	MDT-4	54′	Block 117, Ship Shoal Block 113 Field, Well D-1
MCN Group Converted YF	MDT-5	25′	Well E-3, Block 71, Ship Shoal Block 72 Field
MCN Group Converted YF	MDT-6	25′	Block 107, Ship Shoal Area, Wildcat, Well B-1
MCN Group Converted YF	MDT-7	19′	Block 55, Ship Shoal Area, Well A-1, wildcat.
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	40′	Block 39 Field, D-1, Vermilion Area.
Zapata Off-Shore Company, Converted YF, 260′ x 48′	"Nola No. 1"		Drilling for CATC, Block 83, East Cameron Area.
Llano Drilling Company New tender, 260′ x 54′	"Clayton G. Dorn"	20′	Block 42, Eugene Island, for Forest Oil Corp.
Union Oil Co. of California Converted LST, 328′ x 50′. Chartered from Stanolind	"Stanolind 50"		Block 26 Vermilion Area, Loffland Bros., contractor
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	Kermac III		Being constructed by Equitable Equipment Co., Madisonville, Louisiana
Reading & Bates Offshore Drilling Company	"J. W. Bates"		Being built by Levingston, expected in July, 1956
Reading & Bates Offshore Drilling Company	"George M. Reading"		Being built by Levingston, expected in October
The Murmanill Corp. Converted tanker, 306′ x 48′	"Murmanill I"		Being converted by Bloodworth Shipyard, Inc., Houston
Delta Marine Drilling Co. Converted LST, 326′ x 50′	Not announced		To be converted by Alexander Shipyard, Inc., New Orleans

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC	220′ x 106′	1955	Block 47 Grand Isle, La.	95′
Continental Oil Co. Atlantic Refining Co. Tidewater Oil Company Cities Service Production Co. Same companies as above	110′ x 146′	1956	Block 43 Grand Isle	112′

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Same companies as above (To be installed)	110' x 146'	1956	Block 40 Grand Isle	82'
Same companies as above (To be installed)	110' x 146'	1956	Block 59 West Delta	56'
Pure Oil Company	106' x 50'	1955	Block 47, Eugene Island Area, temporarily abandoned	22'
Pure Oil Co.	100' x 42', with 80' x 67'6" pipe rack	1956	Block 32 Eugene Island Area, Well F-1. Loffland rig	10'
Humble Oil & Refg. Co.	110' x 206'	1947	Block 18 Grand Isle, La.	50'
Magnolia Petroleum Co.	75' x 398'	1954	State Tract 10, S.W. of Sabine Pass, Texas	30'
Magnolia Petroleum Co. (Southeastern Drilling Corp., Contractor)	52' x 182' and 55' x 109'		Block 128, Eugene Island Block 128 Field, Well A-2	52'
Magnolia Petroleum Co.	54' x 205'	1955	Block 119 Eugene Island Area, Well K-4	38'
Magnolia Petroleum Co. (Southeastern Drilling, contractor)	54' x 205'	1955	Block 119, Eugene Island Area, Well J-2	37'
Phillips Petroleum Co.	85' x 140'	1955	Block 184, Eugene Island Area, company tools	84'
Phillips Petroleum Co.	88'9" x 140'	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor.	52'
Phillips Petroleum Co.	88'9" x 140'	1956	Block 172 Eugene Island Area. Big Chief Drilling Company, Contractor	77'
Shell Oil Company	82' x 197'	1955	Block 42, South Pass, La., (Loffland Bros. rig)	72'
Shell-Union	82' x 196'	1955	Block 116 Eugene Island Area Platform A, Loffland Bros. Rig	48'
Shell Oil Company	82' x 196'	1956	Block 116 Eugene Island Area. Platform B. Offshore Company rig.	50'
Stanolind Oil & Gas Co.	173' x 85'	1956	Block 14 Vermilion Area, S.L. 861, Well A-1 Dixie Drilling Co.	16'
Standolind Oil & Gas Co.	44' x 128'	1956	Block 15 Vermillion Area, S. L. 862, Well A-1 Crawford Drilling Co.	16'
The California Co.	"L" Structure		Bay Marchand, Louisiana, Noble Drilling Co.	
The California Co.		1956	Block 160, East Cameron Area (being installed)	85'
Gulf Oil Corporation	120' x 145'	1955	Block 154 Ship Shoal Area Salt Dome Production Co., contractor.	60'
Gulf Oil Corp.	120' x 145'		Block 889 Mustang Island Area, Texas. Brewster-Bartle contractor.	46'
Max Pray	85' x 195'	1955	Coon Pointe area	12'
May Pray	162' x 70' width at derrick, 120' at pipe rack)	1955	Coon Pointe area	12'
Mecom Petroleums	82' x 193'	1948	Block 45 West Cameron Area, company rig.	34'
The Superior Oil Co.	138' x 326'	1955	West Cameron Block 72	48'
The Superior Oil Co.	144' x 326'	1954	West Cameron Block 149	43'
Sinclair Oil & Gas Co.	152' x 132' (L-shape)	1955	Block 175 Eugene Island Area. Rimrock Tidelands, contractor	87'

News from the
SHIPYARDS

Three Tenders

Houston Equipment Leasing Company Announces Plans

Astron Corporation, of Houston, is now negotiating for three drilling tenders to be leased to drilling contractors offshore. Leasing of major offshore equipment and non-scheduled flying of business executives are the chief activities of the six-months-old company.

Astron has a $165,000 living quarters building under lease to Salt Dome Production Company at a Gulf Refining Company location off Louisiana.

Higgins-built Platform May Set Record for Size

A self-contained platform which The California Company is locating in Block 160 of the East Cameron Area may be the largest such structure ever built in Louisiana.

The platform weighs close to 1 million pounds. It will also come close to being the farthest-from-shore structure used in drilling to date.

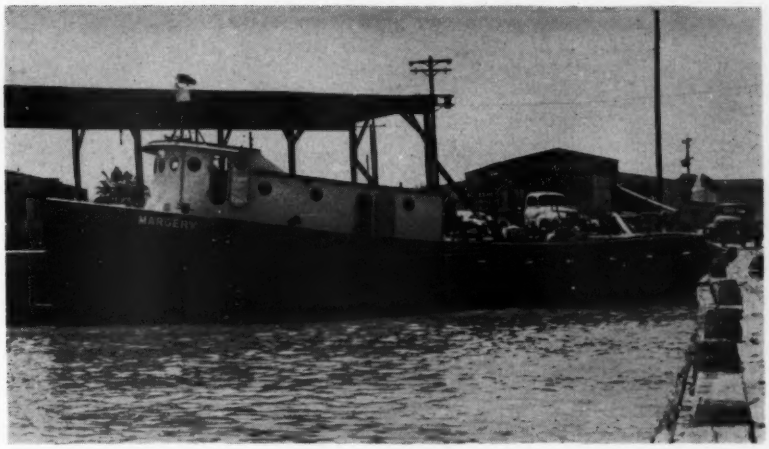
Built by Higgins, Inc., of New Orleans, the structure was loaded May 7. It is more than 100 feet high and weighs 923,569 pounds. Continental Oil Company's platform in 97 feet of water in the Grand Isle is larger, but it was built in three sections and assembled on location.

New Humble Mobile Unit Now Under Construction

The first of four floats for Humble Oil & Refining Company's new type of mobile offshore drilling unit is being built by Ingalls Shipbuilding Corporation at Pascagoula, Mississippi.

The unit uses an almost standard drilling platform — for operating with tenders—which is to be towed to location supported by four detachable donut-shaped pontoons.

Only one float is being built at present. The float will be tested on a caisson at sea to evaluate the attaching mechanism and floating properties.



The 80-foot crew and supply boat MARGERY, leased to Llano Drilling Company by Offshore Boats, Inc., of Galveston.

Offshore Boats, Inc.

Two Crew Boats for Llano

80-foot "Margery" and "Sadelle" named for wives of drilling company officials

OFFSHORE Boats, Inc., of Galveston, Texas, has launched the 80-foot crew and supply boat **Margery,** for lease to Llano Drilling Company of Midland, Texas. The **Margery,** named after Mrs. Jack Riggs, wife of the Llano Drilling Company president, will service the West Texas drilling firm's first offshore operation in the Gulf of Mexico, south of Morgan City, La.

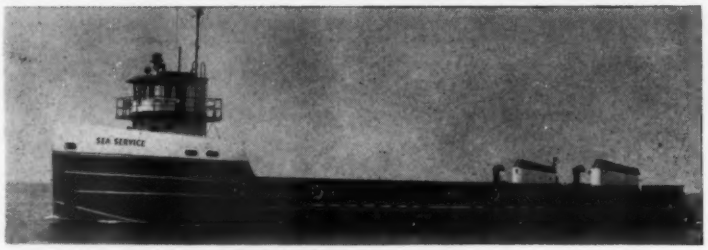
A second 80-footer, the **Sadelle,** will be outfitted and ready for service in the near future. The **Sadelle** is named after Paul H. Meyer, wife of Llano's vice-president and manager of operations.

The identical vessels have moulded all-steel hulls, with a length overall of 80 feet and a beam of 22 feet, and 36 feet of open deck space aft of the cabin. Normal draft is 6½ feet—or 8½ feet fully loaded.

Margery . . . The **Margery** is powered by two 6-110 GM diesels and has two 30 kw Delco light plants, both supplied by Stewart & Stevenson Services of Houston. The cabin topside contains two staterooms, with two bunks each, lounge, galley and wheelhouse. The lower deck forward has bunks for 12 men, with all power equipment aft.

(continued on next page)

IN CONVOY—John W. Mecom's new crew and supply boat HIGH ISLAND travelled more than 1,800 miles to get from the builder's yards at Warren, Rhode Island, to New Orleans. The trip was made in company with STEELFIN, which Blount Marine Corporation, builders of HIGH ISLAND, had sold to Offshore Boat Rental Service of New Orleans. The two craft were delivered to their respective owners by L. H. Blount, president of the firm, early in May.



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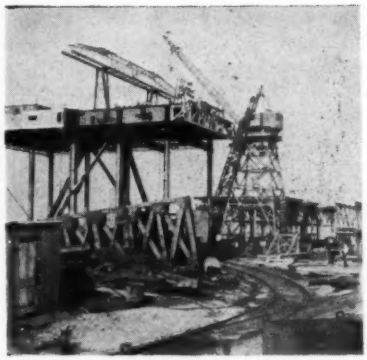
(continued from preceding page)

All quarters are air-conditioned.

Storage . . . Storage is provided for 8,000 gallons of potable water, 16,800 gallons of drilling water, and 16,000 gallons of diesel oil.

Auxiliaries . . . McIntosh Electric Company, of Beaumont, supplied the electric distribution panel. Fire fighting equipment was supplied by Texas Marine & Industrial Supply Company of Houston. The Surrette marine batteries and Morse motor controls were supplied by Nash & Cotton Parts Company of Galveston. Jack Coffee Plumbing & Heating Company of Galveston did the pipe fitting. Black-Harden of Galveston supplied all pipe fittings.



One of Avondale's new gantry cranes.

$150,000 Roll for Steel Part of Avondale Expansion

A $150,000 roll for rolling steel plates is only one of a number of new facilities which Avondale Marine Ways, Inc., of New Orleans has added to their River Plant.

The roll is thought to be the only one of its kind in the United States. It is a pinch-type roll with a total weight of 210 tons and with three 36-inch diameter all-powered rolls. Mild steel plate (60,000 psi tensile strength) 2½" x 20' x 144" diameter can be handled by the machine in one pass.

Avondale has also added two gantry cranes, one stationary and the other travelling 470 feet along new launching ways. Each has a 97-foot, 30-ton boom, and 5,000 feet of ¾ load cable. The stationary crane is located at the wet dock.

An all-new warehouse adjacent to the Avoncraft Plant has been built and a new pipe shop is in operation. The shop has a 10-ton overhead crane, a Williams pipe beveler with 12" capacity, and a 12" capacity Federal pipe bending machine, among other new equipment.

At the drillsite

Protective Coating at Sea

Vapor Honing Marine Services go to sea to sand blast and apply protective coatings to offshore platforms

A SERVICE unique to the marine oil industry is that supplied by Vapor Honing Marine Services, of Houston, Harvey, and Morgan City. This enterprising oilfield contractor goes to sea to combat corrosion—doing sand blasting and applying protective coatings on drilling and production platforms miles out in the open Gulf.

To carry out this intriguing assignment, Vapor Honing has two vessels operating out of Morgan City, La.—both completely equipped to handle every phase of protective coating at sea.

The larger vessel, the **Salvor,** is a converted ice breaker that saw service in the North Atlantic. With a length overall of 105 feet, the **Salvor** has a beam of 24 feet and a normal draft of 9¼ feet. Draft when fully loaded is 11 feet.

Coating equipment . . . Like its sister ship, the **Miss Junietta,** the **Salvor** can take on any coating job offshore—and stay at sea until the job is done. The **Salvor** is equipped with a special Ingersoll-Rand "Giro-Flo" air compressor rated 600 cfm. It has four sand blasting pots with hoses and guns, and four spray rigs for applying coating.

Storage . . . The **Salvor** has storage facilities for 3,000 sacks of sand for sand blasting steel structures, 10,000 gallons of diesel fuel, and 4,000 gallons of water. There are two swinging cargo booms to load and unload sacks of sand and other equipment, and the vessel carries aluminum scaffolding for use when working on offshore platforms.

Power . . . Two 500 hp A268-A GM motors, keel-cooled, provide prime power for the **Salvor.** Hercules 15 kw light plants furnish the electricity needed.

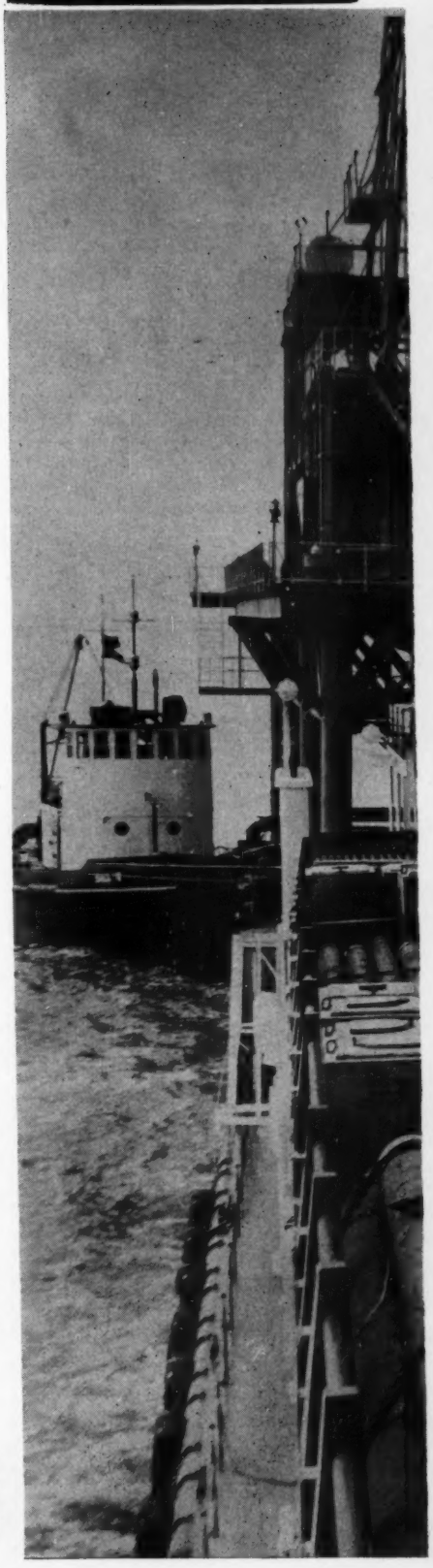
Features . . . The **Salvor** is equipped with two 500-lb. anchors and 800 feet of anchor chain, for operating in deep water of the Gulf.

The vessel provides a mahogany-finished stateroom for oil company supervisory personnel and other visitors, as well as living quarters and galley facilities for 14 men. Fully provisioned, the **Salvor** can remain at sea thirty days or longer, independent of the shore base.

Communications . . . The **Salvor** is equipped with ship-to-shore radio, direction finder and Loran locator.

Personnel . . . All personnel on the **Salvor** and **Miss Junietta** are given intensive training in sand blasting and the application of any kind of protective coatings on offshore structures. A normal crew of nine is required for a typical offshore coating job.

Vapor Honing, with main offices at 7018 Katy Road, in Houston, Texas, handles sand-blasting and coating on a contract or day rate basis.



The 105-foot SALVOR, right, ties up alongside an offshore drilling platform. The vessel is completely equipped to do sand blasting and apply any kind of protective coating at sea.

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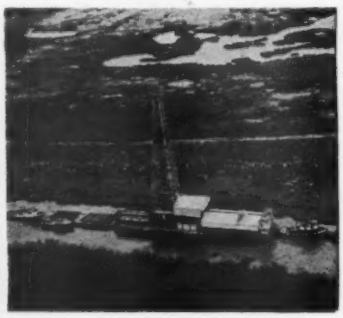

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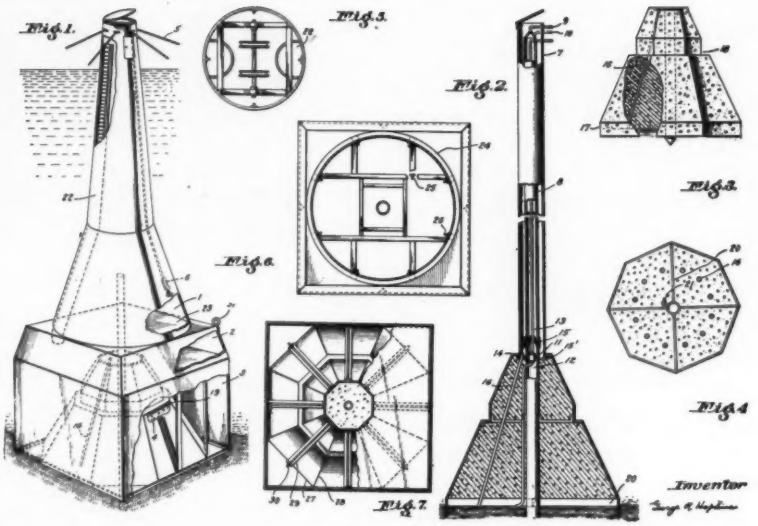


Proposed structure for drilling beneath the ocean waves. The steel bottle would be built while floating vertically, filled with equipment covered with protective cellophane, then sunk on location to a concrete foundation.

Patent 2,661,000

Undersea Oil Derrick

This is the first of a series of articles on how inventors have proposed solving problems associated with offshore drilling operations.

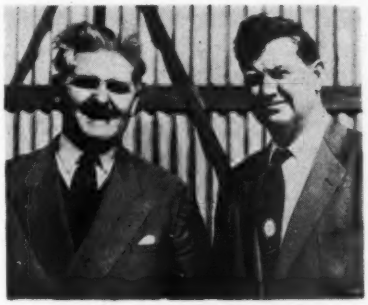
George R. Hopkins, of Silver Springs, Md., was granted patent No. 2,661,000 for his underwater drilling derrick on December 8, 1953. His approach involves a steel bottle which extends from the surface to the ocean floor.

This is:

HOW IT WORKS

FIGURE 1 shows the derrick in position on bottom, with **1**, the main derrick space above the derrick floor. Cellar is **2**, and below it, **3**, is mud storage space between the concrete pyramid foundation, **4**, and the steel shell. Guy wires, **5**, would help support the derrick and extend inboard to springs, **6**. At **19** is a rubber seal between bottle and foundation. Escape and ventilation tubes, **22**, lead from cellar floor and are accessible from, **23**, derrick floor. For floating, pontoons can be attached to rings, **31**. **FIGURE 2** shows one means of constructing the foundation. The casings, **7** and **8**, provide for transfer of concrete and ballast from surface to foundation form. On location, mud, water or air can be pumped through openings **9** and **10** to sink and position the structure. An electric pump, **11**, exhausts ballast when firmly on bottom through exhaust hoses **12** and **13**. Concrete is forced between casings **7** and **8** to fill pyramid form to **14**. Casings can be unscrewed at **15** and **15'** and removed. **FIGURE 3** shows foundation with shell removed. Two-inch pipe, **16**, carries mud under pressure to **17**, sea floor contact, where it helps make a firmer foundation. Recess, **18**, around pyramid helps prevent lateral movement, and provides a footing for structure. **FIGURE 4** is a horizontal cross section of the foundation, showing **20**, steel partition in footing and **21**, imbedded end of hose **12**. **FIGURE 5** is a plan view of the structure near the surface, showing top of ventilation tubes **22**. **FIGURE 6** is a plan view just above the derrick floor, showing outline of the bottle where it joins the derrick floor, **24**, and, **25**, one of the vertical posts reaching downward to the lower floor. At **26** is one of the nearly vertical posts which extend upward inside the bottle. **FIGURE 7** is a plan view just below the cellar floor, showing, **27**, one of eight bottom edges of the metal shell surrounding the concrete pyramid, **28**, a slanting edge of the pyramid, and **29**, one of eight slanting beams attached to the bottom of vertical posts, **30**, which extend from the lower floor to the bottom of the pyramid.

SERVICE PERSONALITIES . . . . . In the News



Left, Gordon Fraser, chief sales engineer for Woodfield Hoist & Associated Industries, Ltd., of Rochester, England. Right, Lonnie Thompson, sales engineer of LeBus International Engineers, Ltd., of Longview.

Woodfield Hoist Names English, German Agents

Woodfield Hoist & Associated Industries Ltd. of Rochester, Kent, England, and Hermann von Rautenkrantz-Itag of Celle, Germany, have been named to handle sales and service in Europe, the Middle East, and North Africa for LeBus counterbalance spooling.

Lonnie Thompson, sales engineer of LeBus International Engineers Ltd. of Longview, Texas, recently returned from a three-month trip to Europe where he trained engineering and sales personnel of the two firms.

T. L. Fontaine Appointed Hunt Tool Vice President

T. L. "Doc" Fontaine, newly-appointed executive vice president of Hunt Tool Company, will be directly repsonsible for the company's projected expansion program.

In addition to its repair and general fabricating work for the drilling and producing segments of the oil industry, Hunt plans to expand its services to the chemical and electrical industries. At the same time, the regular Hunt line of specialized oilfield tools will be increased.

The Marine Division at Harvey, Louisiana, will also be expanded, Hunt said. The Harvey division builds offshore structures, self-propelled barges, tugs, and does general fabricating and repair work with floating dry dock service.

Fontaine is resigning as sales manager for oil tools of Alco Products, Inc., formerly Beaumont Iron Works Company. He has also been president of Atlas Engineering Company, manufacturing a wide range of oil field equipment.

A. O. Smith Picks J. D. Kelly As New Orleans Manager

J. D. Kelly is new district manager at New Orleans, Louisiana, for A. O. Smith Corporation's Tubular Products Division. The area administered by Kelly will cover the coastal portions of Louisiana, Mississippi, and Alabama.

Kelly will also act as sales representative for the Process Equipment, or heavy-walled and multilayer vessel section of A. O. Smith's business.

Security Names Dan Molloy To Head New Venice Branch

Dan Molloy will head a new Venice, Louisiana, branch of Security Engineering Division, one of the Dresser Industries.

The office, part of a major expansion in the sales department of Security, is to furnish the Mississippi River area with equipment and materials including three-cutter rock bits, roller reamers, hole openers, and casing scrapers.

Molloy is a graduate of the University of Houston, where he studied petroleum engineering. He had gained drilling experience in south Texas, Venezuela, and southern Louisiana.

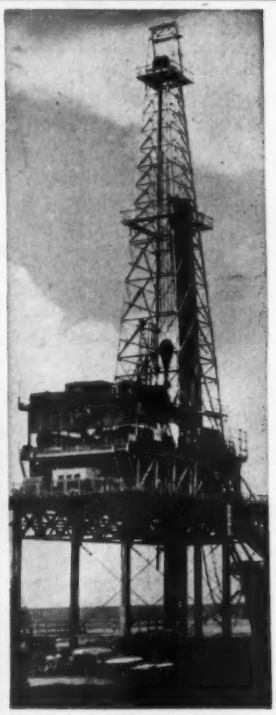
Left to right are creators of a prize-winning campaign: J. Earl Brennan, president of Brennan Advertising Agency of Houston, which handles the Petroleum Equipment Suppliers Association (PESA) account, shown receiving the award for his agency; George O'Leary, president of Houston Oil Field Materials Company, chairman of the PESA Public Relations Committee; H. R. Safford Jr., executive secretary of PESA, who with O'Leary received the duplicate award given to PESA.

PESA Gets Award for Ad Campaign

Judges of the 14th Annual Competition of the Associated Business Papers (ABP) have given an Award of Merit to the advertising campaign for the Petroleum Equipment Suppliers Association which was prepared by J. Earl Brennan of Brennan Advertising Agency.

The association was represented by M. E. Montrose, retiring president of the Petroleum Equipment Suppliers Association; George O'Leary, chairman of the Association's Public Relations Committee; and H. R. Safford Jr., its executive secretary. Two awards were given, one for the association and one for its advertising agency.

Announcement of the awards was made in the Grand Ballroom of the Statler Hotel in Detroit, Michigan. Division VI, in which the campaign was entered, included some of the largest companies in America, with very large appropriations.



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Victor 3367
Victor 3368

Night Phones
FR 0244
UP 5706

NEW PRODUCTS and Literature

Control panel for remote "push button" control of all units of HOMCO's Mud Miser provides all operational data at one central location.

Homco Mud Miser Recaptures Barite, Controls Low Weight Drilled Solids

SHARPLES Super-D-Canter has been unitized with accessory equipment for recapturing barite and controlling low weight drilled solids in oil well drilling fluid. This method offers a continuous treatment, being designed to create, mechanically, a thin, heavy drilling mud.

The outer bowl of the centrifuge revolves to separate the mud components by centrifugal action. An inner conveyor continually removes the weighting material which is thrown outward and is returned to the mud stream while the low weight solids are being discarded. The operation is electrically controlled to prevent overloading and automatically goes on and off stream when load conditions vary.

The complete unit, having its own power plant and accessories, is called the "HOMCO Mud Miser." It is a self-contained unit and its operation is independent of the drilling rig.

Use of the Mud Miser eliminates or reduces the necessity of adding water to drilling fluid when low weight solids are present in sufficient quantity to contribute to high viscosity and low rate of penetration, the company says. When water is added to a mud to reduce the percentage of low weight solids, it also reduces the unit weight of the fluid, necessitating the addition of weighting material to maintain the required density. The "Mud Miser" accomplishes removal of these low density solids while maintaining the existing weight of the mud. In addition to reduced mud costs,

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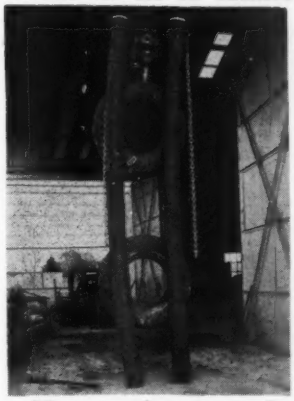
the saving in mud handling is of particular interest when drilling offshore locations.

The "HOMCO Mud Miser," with the Sharples Super-D-Canter centrifuge is also used to reclaim weighting materials from discarded mud. The control panel shown is for remote, "push button," control of all units. All operational data are presented at this one central location.

For More Information Check ITEM 1
INQUIRY CARD PAGE 70

Special Rubber Fender Fabrication Uses Tires, Two 12-Inch Cylinders

Pictured below is a recent special fabrication in rubber fenders for use on offshore drilling tenders. The set is composed of two 14-foot rubber cylinders of approximately 12-inch o.d. set about 18 inches apart and bound to two heavy-duty rubber tire casings by means of steel chain interlaced through casings and rubber posts.



This type of fender has been used on workboats, tugs, barges, etc., to prevent much of the usual damage. These fenders can be made in sets and sizes to suit requirements.

The manufacturer is Joe Stine, Inc., of Houston, Texas.

For More Information Check ITEM 2
INQUIRY CARD PAGE 70

Mission Centrifugal Pump Mixes Mud On Volume Flow, Low Pressure Basis

The basis of mud mixing with Mission Centrifugal Pump is volume flow at low pressure (to conserve horsepower) rather than by high pressure-loss volume jetting. The pump, size 6W80XR, is used for mud flows of 1,600 gpm or more at pressures of 30 to 50 pounds per square inch, depending on mud weight.

A pump speed of 1,100 rpm is recommended with a driver that will provide 40 to 50 brake horsepower at pump shaft for adequate power to handle heavy mud. The pump weighs 575 pounds.

The pump shaft is plated with hard, abrasion-resistant chromium beneath the packing to prevent shaft scoring and resultant packing wear. Clear oil or water should be introduced to the packing of the pump to flush abrasives from the stuffing box.

For More Information Check ITEM 3
INQUIRY CARD PAGE 70

Atkomatic Valve Co. Introduces One-Inch Stainless Steel Valve

A new one-inch stainless steel valve has been introduced by the Atkomatic Valve Company, Inc. Of a two-way globe type, the pilot operated solenoid valve has packless construction. It has been designed for pressures of 10 psi to 3,000 psi and is available in any voltage. Features of the valve are high corrosive resistance, high operating pressures and full ported construction allowing maximum flow at maximum rated pressure.

For More Information Check ITEM 4
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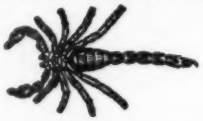

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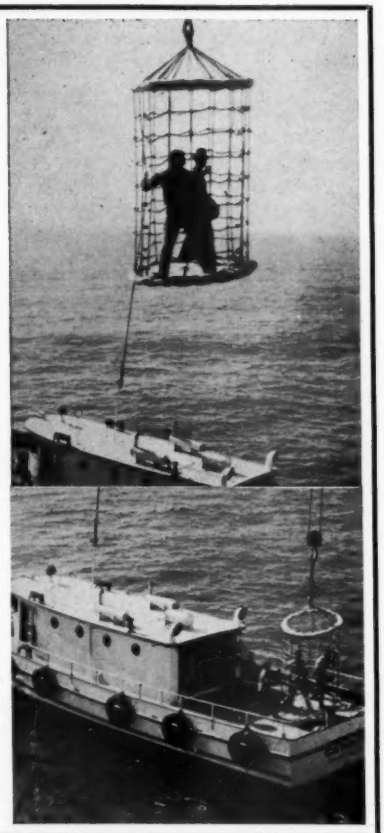

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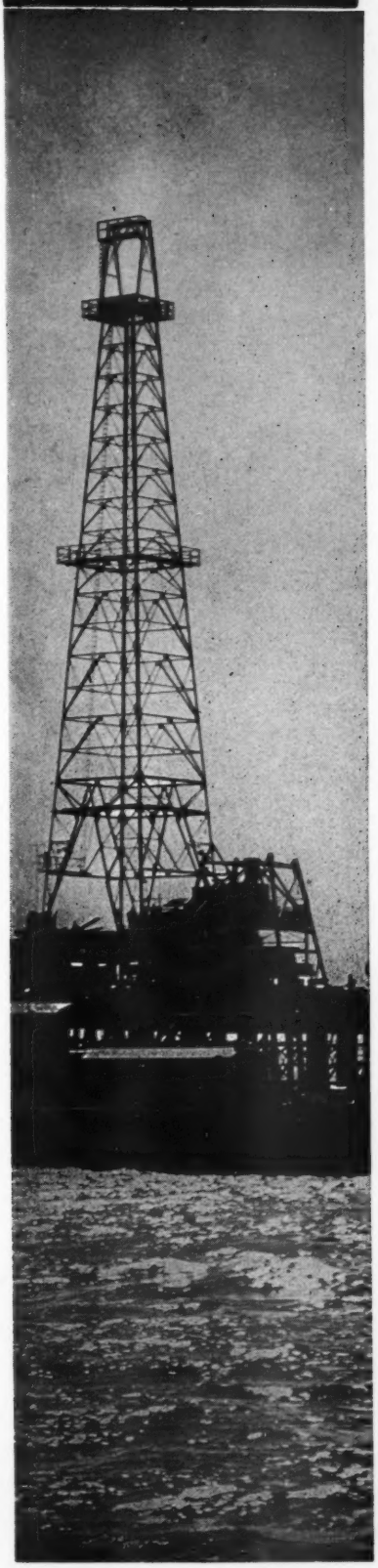

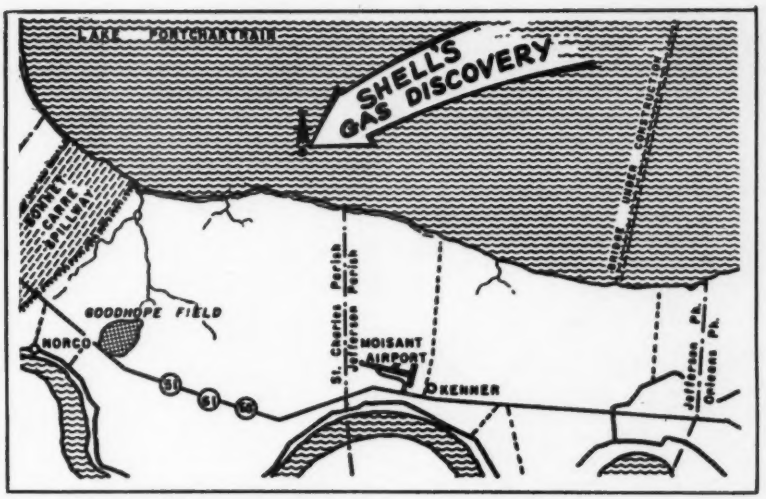

Location of Shell Oil Company's gas discovery in Lake Ponchartrain, just 15 miles northwest of New Orleans. The strike is four miles from nearest production, the Good Hope field, to the southwest.

Lake Ponchartrain Strike

Shell Oil Company tests gas 15 miles northwest of New Orleans, plans second try for Block 41

Lake Ponchartrain—at a point 15 miles northwest of New Orleans—has a new gas strike and the operator, Shell Oil Company, plans a second well a half mile east of the strike.

Shell's rank wildcat, No. 1 State Lease 2918, flowed gas on a drill-stem test between 8,808-24 feet, using a 1/8-inch choke. Flow was at the rate of 1.6 million cubic feet daily, and tubing pressure was 3,375 pounds. The discovery is in Block 41.

Nearest production is in the Good Hope field, about four miles southwest on shore, and only other production in the lake is 24 miles northeast in the Big Point field.

Just 6,000 feet from shore in 12-foot water, the discovery well will be shut in until gathering and transportation facilities are available. Moisant Airport is four miles southeast of the Shell strike.

Continental Drilling Company drilled No. 1 to a total depth of 10,984 feet.

Block 41 was leased January 18 from the Louisiana State Mineral Board, for $2.3 million.

Shell, Calco Confirm Fields

Block 41 gains 238-barrel second oil producer; New gas pay opened in Block 30 field by Shell Oil

Two fields in the South Pass Area off the mouth of the Mississippi River have gained confirmation wells.

At the South Pass Block 41 field, off the Southwest Pass of the Mississippi, The California Company finaled its No. 2 State Lease 2553 for 238 barrels of 34.3 gravity oil daily through a 7/64-inch choke and perforations between 10,071-099 feet. The confirmation is in Block 41.

Shell Oil Company No. 3 State Lease 2675, second producer in the South Pass Block 30 field, off South Pass, opened a new gas pay. The well flowed at the rate of 780,000 cubic feet of dry gas daily in a one-hour test through perforations between 7,-968-74 feet. The No. 3 is in Block 21.

Field opener in the South Pass Block 30 field, No. 1 State Lease 2666, finaled through perforations between 9,528-46 feet.

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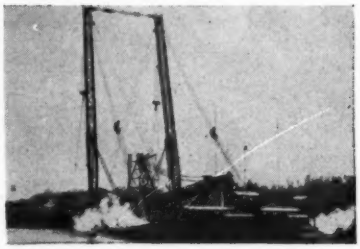

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Phillips Opens Two Pays In Its Block 129-A Field

Phillips Petroleum Company has opened two new oil sands at its Block 129-A Eugene Island Area lease, offshore from St. Mary Parish.

Discovery well is the No. 2 Eugene 0474, located near the southeast corner of the lease.

Through a 12/64-inch choke and perforations between 5,980-6,000 feet the well was completed for 222 barrels of 39.2 gravity oil daily. Gas-oil ratio was 604-1. Tubing pressure was 950 pounds.

Through a 12/64-inch choke and perforations between 5,757-772 feet the well made 294 barrels of 38.3 gravity oil daily. Gas-oil ratio was 641-1. Tubing pressure was 641-1.

Previous production in the Eugene Island Block 128 field was from pays between 10,000 and 13,000 feet.

CATC Gauges Dual Strike In Grand Isle Block 47

Flow from two new pays in the CATC Group's Grand Isle Block 47 field off Jefferson Parish has been gauged by Continental Oil Company No. 2-A State Lease 953.

The 16,189-foot hole is in 97 feet of water, a record depth until recent months.

From perforations between 9,220-229 feet No. 2-A flowed at the rate of 153.6 barrels of 36.5 gravity oil daily. Tubing pressure was 900 pounds. Gas-oil ratio was 565-1.

The second new sand was tested through perforations between 10,482-84 feet, flowing 115.8 barrels of 53 gravity distillate through a ¼-inch choke. Tubing pressure was 3,475 pounds. Gas flow was at the rate of 3,865,000 cubic feet daily.

Pipe was cemented at 11,441 feet for the tests, and plans are to test additional sections before taking potential.

Field opener, the No. A-1, flowed an aggregate of 758 barrels of oil daily through perforations between 13,614-20 feet and 9,868-74 feet.

Ocean Drilling Completes Ship Shoal 67 Discovery

The Ship Shoal Block 67 field off Terrebonne Parish gained a second well and a new pay with completion of Ocean Drilling & Exploration Company No. 2 State Lease 1527, in Block 67.

No. 2 flowed at the rate of 104 barrels of 42 gravity distillate daily through an 8/64-inch choke and perforations between 9,792-800 feet. Gas-oil ratio was 6,856-1, and there was no formation water.

Operator had drilled to 12,344 feet and set casing at 11,000 feet. A test between 10,775-98 feet failed to yield commercial shows.

The field opener earlier flowed 208 barrels of oil daily from a pay between 12,137-141 feet.

Ship Shoal Block 154 Field Gains Two New Producers

Gulf Refining Company has two new oilers in its Ship Shoal Block 154 field, off Terrebonne Parish.

No. A-3 OCS 0419, in Block 150, flowed at the rate of 177 barrels of 30.1 gravity oil daily through a 9/64-inch choke and perforations between 5,194-212 feet. Flowing tubing pressure was 775 pounds. Gas-oil ratio was 349-1. The well went to 6,130 feet.

No. C-3 OCS 0420 made 192 barrels of 31.5 gravity oil daily through perforations between 7,218-40 feet and a 9/64-inch choke. Tubing pressure was 1,000 pounds.

A dual well, No. C-3, also made 217 barrels daily through a 10/64-inch choke and perforations between 6,578-96 feet. Gas-oil ratio was 406-1. Gravity was 31.7. The well is in Block 154, and it was drilled to 8,012 feet.

Humble Opens Gas-Distillate Field In Eugene Island Area

Humble Oil & Refining Company opened a new gas-distillate field in the Eugene Island Area off St. Mary Parish with the completion of its No. 1 Federal OCS 0466. The discovery flowed at the rate of 132 barrels of 49 gravity oil daily through a ¼-inch choke and perforations between 14,-500-530 feet opposite the lower Miocene. The test is in Block 77.

Gas flowed at the rate of 5,529,000 cubic feet daily. Flowing pressure was 3,500 pounds on tubing. The prospector drilled to 15,491 feet, had production casing cemented to 15,128 feet.

Kermac Finals Third Well In Main Pass Block 47 Field

A third producing well for the Main Pass Block 47 field off Plaquemines Parish opened a new gas pay in the field—where no dry holes have yet been drilled.

Kerr-McGee Oil Industries, Inc., No. 1-D State Lease 1268 flowed gas

(Continued on next page)

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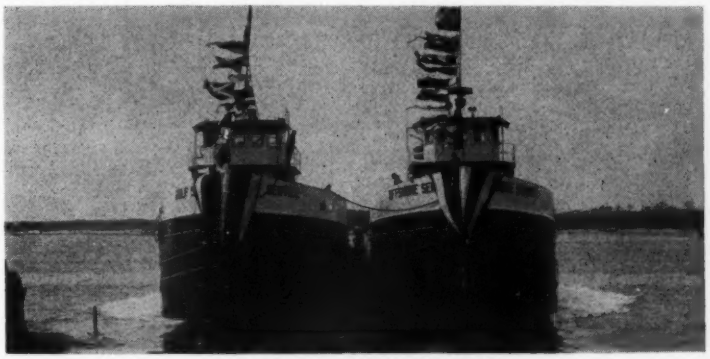

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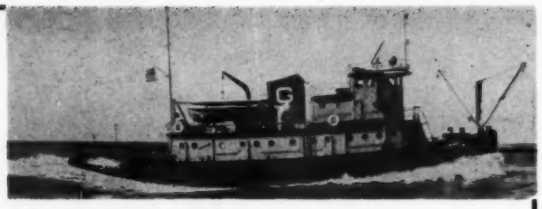

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(continued from preceding page)
at the rate of 2,542,000 cubic feet daily, plus distillate at an estimated rate of 20 barrels per million cubic feet of gas. Potential was based on a one-hour test through a 16/64-inch choke and perforations between 9,020-42 feet.

The field discovery, No. 1-A State Lease 1268, was recently recompleted as a 187-barrel oil well through a 1/8-inch choke and perforations between 7,896-900 feet.

Kerr-McGee has a 50 percent interest in 11,666 acres in the vicinity of the well. Union Oil Company of California owns the other 50 percent.

Superior Tests Deep Strike In West Cameron Block 72

With a 92.4-barrel discovery tested in its West Cameron Block 72 lease, Superior Oil Company was drilling ahead on two wells from the same platform.

The company's No. 1-B Bureau of Land Management flowed through a 5/8-inch bottom and 8/64-inch top choke and perforations between 12,-258-75 feet at the rate of 92.4 barrels daily. The well has been shut in pending an outlet for the oil.

Originally the project was the No. 1-A Bureau of Land Management, and it is bottomed at 13,339 feet in sidetrack hole.

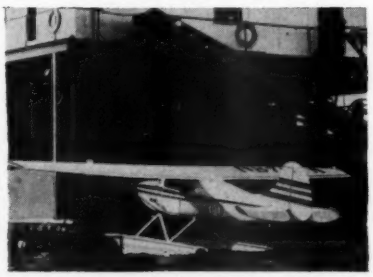
Superior skidded the rig to start work on the No. 1-C Bureau of Land Management, and is also underway on the No. 2-B.

Texas

Shell Completes Dual Gas Discovery Off Matagorda

Shell Oil Company No. 1 State Tract 487, just off Matagorda County, is complete as a strike from two Miocene pays.

Through G-3 perforations between 3,674-86 feet estimated open flow is 21 million cubic feet of gas daily.



Cessna 170 monoplane which Technical Oil Tool Corporation recently acquired to shorten delivery and service time to offshore rigs in the Gulf Coast area. The company makes drift indicators that can be operated by any member of a drilling crew.

Gas flow through G-12 perforations between 4,274-90 feet was at the estimated open flow rate of 14.5 million cubic feet daily.

The strike is 1,800 feet northwest of No. 1 State Tract 488, a dual Miocene gas discovery completed in March.

Magnolia Plugs Padre Island Wildcat After Logging Gas

Magnolia Petroleum Company has plugged its No. 1 Gilbert Kerlin, on Padre Island off the mainland of South Texas, at 17,166 feet after getting gas above 12,000 feet. Magnolia holds more than 10,000 acres offshore from the test within a 25-mile radius. All of the acreage is in small tracts within three miles of shore and the largest concentration of Magnolia acreage is adjacent to the dry hole.

No. 1 Kerlin is the second deepest well ever drilled in Southwest Texas. After reaching total depth the wildcat was plugged back to 11,950 feet and perforated between 11,878-90 feet. Then on a seven-hour drillstem test, using ¼-inch chokes, recovery was the 3,000-foot water cushion, 780 feet of gas-cut mud, and 1,650 feet of gas-cut salt water.

The prospector is 17½ miles north of the Port Isabel townsite. Deepest well drilled in Southwest Texas was Superior Oil Company's 17,966-foot dry hole in the Portilla field of San Patricio County.

Atlantic Asks Structure Permit on 25,000 Acres

Atlantic Refining Company has asked Department of the Army blanket permission to erect structures in tracts covering more than 25,000 acres off South Texas. All acreage is in the Matagorda Island Area.

Atlantic made two separate requests, for leases owned jointly with Tidewater Oil Company.

One application was for state tracts, small, numbers 764, 765, 771, 772, 773, 777, 782, 800, and 810. The other application covers large state tracts 560 and 562, as well as small state tracts 662, 663, 664, 679, 680, 700, 701, 702, 728, 729, 736, and 737.

The southernmost of the tracts is about 15 miles northwest of large federal tract 726, where in 1955 Atlantic and Tidewater drilled to 12,034 feet and carried out a refraction seismographic survey at total depth. The wildcat was the first drilled in federal waters off South Texas.

Permits Atlantic is now seeking are for tracts lying within eight miles of land and extending 43 miles along the coast.

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Two Pushers of Note

← Frank C. Brewer

Cordell Hull Vincent →

AMONG the many men who "grew up" with water operations in South Louisiana, few have had the intensive localized experience of Frank C. "Red" Brewer, drilling and production foreman for The Texas Company at Bay St. Elaine field south of Houma.

During the past six years at the field, Red has looked after two to five drilling rigs at all times—spending eight days at a time on water operations, then taking four days off. He has held his present position since June, 1948.

Brewer can also point to nine years of experience in the Garden Island Bay field off the toe of the Louisiana boot. In those days trips home from the marshes were infrequent, but men like Red Brewer are hard to discourage and Texaco says his skill and knowledge contributed substantially to the field's growth.

When Texaco began expanding its drilling operations in South Louisiana, Red was hired as derrickman in the Leesville field. He soon rose to rotary driller.

For the past 14 years the Brewers —they have a daughter, 11, and sons 8 and 5—have lived at Houma. Just recently they moved into a new home at 302 Wright Street.

AFTER a lifetime in the oil industry between Albany, Kentucky, and Yenangyaung, Burma, Cordell Hull Vincent, senior drilling foreman at the British Malayan Petroleum Company's field at Seria, British Borneo, is on his way to America via Britain on leave and retirement.

Seria field's expansion seaward was launched under supervision by "Vince" and he left at a time when marine drilling bids to become the main exploration activity in British Borneo.

Vince was born into the oil patch at Albany, Kentucky, where his father (who is still alive) was superintendent in charge of a lease.

In 1917, Vince joined New Domaine Oil & Gas Company, a Standard Oil associate, as an assistant driller. Shortly thereafter he spent a while in the artillery in World War I—experience which was to land him in a shipyard in World War II.

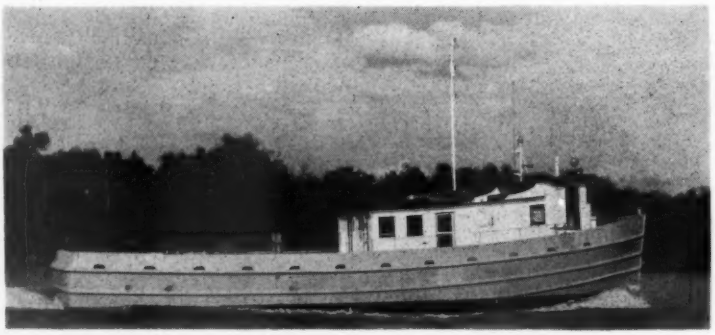
The war over, Vince returned to New Domaine before joining another Standard company, Carter Oil Company.

Going with Burmah Oil in 1924, he spent the years up to 1942 between Yenangyaung, Burmah, and Assam, India. He married in 1928, and has two daughters and a son.

Vince returned to the United States in 1942 on leave, but stayed over the next three years to supervise the fitting of guns to merchant vessels—on the strength of his artillery experience!

In 1945 the Kentuckian who had been places became employed by Shell Oil Company, which promptly shipped him to Seria as a toolpusher. Four years later he was appointed senior drilling foreman.

Vince's plans for the future are at present indefinite, except that he is going to do a lot of visiting with his father, who now lives at Forbus, Tennessee, and with old friends.



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OFFSHORE LOCATIONS

Cameron Parish: Mecom Petroleums 1-C State Lease 1137, wildcat. Block 56, West Cameron Area. Proposed depth 9,000 feet.

Cameron Parish: Mecom Petroleum 1-D State Lease 1134 (OCS 0300), wildcat. Block 45, West Cameron Area. Proposed depth 9,000 feet.

Cameron Parish: Phillips Petroleum Co. 1 (Hog "C") State Lease 1122-32, West Cameron Block 32. Block 32, West Cameron Area. Proposed depth 14,000 feet.

Jefferson Parish: Humble Oil & Refining Co. F-4-D State Lease 797, Grand Isle Block 18. Block 9, Grand Isle Area. Proposed depth 10,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 3 State Lease 799, Grand Isle Block 16. Block 16, Grand Isle Area. Proposed depth 2,500 feet.

Jefferson Parish: Humble Oil & Refining Co. F-5 State Lease 797, Grand Isle Block 18. Block 9 Grand Isle Area. Proposed depth 12,500 feet.

Lafourche Parish: Sinclair Oil & Gas Co. E-1 OCS 0605, wildcat. Block 86, South Timbalier Area. Proposed depth 15,000 feet.

Lafourche Parish: The California Co. M-2 Louisiana State 1367, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 4,500 feet.

Lafourche Parish: The California Co. 1 Louisiana State 1486, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed depth 9,600 feet.

Lafourche Parish: The California Co. 2 City of New Orleans et al Unit, Bay Marchand Block 2. 23S 23E. Proposed depth 8,600 feet.

Plaquemines Parish: The Texas Co. 1 State Lease 2727, wildcat. Block 15, South Pass Area. Proposed depth 11,500 feet.

Plaquemines Parish: Phillips Petroleum Co. 1 Main "A" State League 2753, wildcat. Block 48, Main Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Humble Oil & Refining Co. 1 State Lease 2729, South Pass Block 20. Block 20, South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Shell Oil Co. 32 State Lease 1008, South Pass Block 24. Block 24, South Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: The California Co. 1 Louisiana State 1922 et al Unit 18, South Pass Block 24. Proposed depth 8,630 feet.

Plaquemines Parish: The California Co. 1 Calco-Gulf-Tidewater Louisiana State 2485 Unit 24, South Pass Block 24. Proposed depth 8,600 feet.

Plaquemines Parish: Shell Oil Co. 6 State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Contract depth not reported.

Plaquemines Parish: Shell Oil Co. 7 State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: Shell Oil Co. A-2-A State Lease 2554, South Pass Block 24. Block 42, South Pass Area. Proposed depth 10,871 feet.

Plaquemines Parish: Shell Oil Co. 4-A State Lease 2592, wildcat. Block 42 South Pass Area. Proposed depth 11,500 feet.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1007, South Pass Block 24. Block 23 South Pass Area. Proposed depth 10,300 feet.

Plaquemines Parish: Shell Oil Co. 3 State Lease 2590, South Pass Block 6. Block 6 South Pass Area. Proposed depth 8,700 feet.

Plaquemines Parish: Humble Oil & Refining Co. 2-A State Lease 2716, South Pass Block 20. Block 20 South Pass Area. Proposed depth 12,000 feet.

Plaquemines Parish: The California Co. B-6 Louisiana State 1069 (OCS 0385), West Delta Block 30. Block 29 West Delta Area. Proposed depth 8,400 feet.

St. Mary Parish: Humble Oil & Refining Co. 1 Federal OCS-0426 (ST), Eugene Island Block 77. Block 76 Eugene Island Area. This is to sidetrack out of No. 1 hole. Proposed depth 12,000 feet.

St. Mary Parish: Phillips Petroleum Co. 1-B (Dome B) OCS 0471, Eugene Island Block 184. Block 172, Eugene Island Area. Proposed depth 15,000 feet.

St. Mary Parish: Magnolia Petroleum Co. 6-K State Lease 691, Eugene Island Block 126. Block 119 Eugene Island Area. Proposed depth 6,500 feet.

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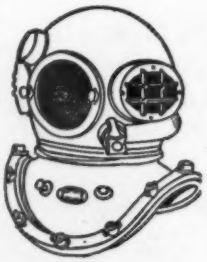

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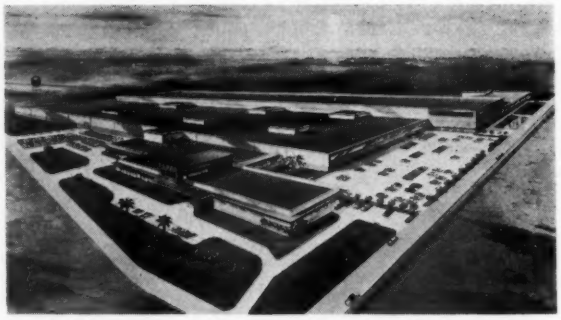

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Terrebonne Parish: Max Pray A-1 State Lease 748, wildcat. Block 25, Ship Shoal Area. Proposed depth 13,500 feet.

Terrebonne Parish: Kerr-McGee Oil Industries, Inc., D-1 State Lease 749, Ship Shoal Block 28. Block 27, Ship Shoal Area. Contract depth not reported.

Terrebonne Parish: Magnolia Petroleum Co. E-1 State Lease 780, Ship Shoal Block 113. Block 113, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. D-1 State Lease 779, Ship Shoal Block 113. Block 117, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. F-1 State Lease 781, Ship Shoal Block 113. Block 119, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Gulf Refining Co. C-5 Block 154 OCS 0420, Ship Shoal Block 154. Block 154, Ship Shoal Area. Proposed depth, 7,000 feet.

Terrebonne Parish: Gulf Refining Co. A-5 Block 154 OCS 0419, Ship Shoal Block 154. Block 150, Ship Shoal Area. Proposed depth 5,500 feet.

Terrebonne Parish: Gulf Refining Co. A-6 Block 154 OCS 0419, Ship Shoal Block 154. Block 150, Ship Shoal Area. Proposed depth 5,500 feet.

Terrebonne Parish: Gulf Refining Co. F-1 "D" OCS 0453, Ship Shoal Block 154. Block 130, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Gulf Refining Co. F-2 OCS-0453, Ship Shoal Block 154. Block 130, Ship Shoal Area. Proposed depth 14,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. F-1 State Lease 767, Ship Shoal Block 72. Block 73, Ship Shoal Area. Proposed depth 14,000 feet.

Vermilion Parish: Pure Oil Co. 1-E State Lease 869, Vermilion Block 39. Block 22, Vermilion Area. Proposed depth 12,000 feet.

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OFFSHORE COMPLETIONS

LOUISIANA

Cameron Parish: Mecom Petroleums 1 State Lease 783, wildcat. Dry Hole. TD 8,946 feet. Block 15, West Cameron Area. Ran log at TD, no shows.

Cameron Parish: Mecom Petroleums 7-A State Lease 1133, West Cameron Block 45. New Pay Opener. TD 10,122 feet, perfd. 9,266-270 feet. IPF 274 BD on 10/64-inch choke. Gas-oil ratio 462-1. Gra. 38. Block 45, West Cameron Area. Sidetrack out of junked 6-A hole at 4,700 feet.

Jefferson Parish: Humble Oil & Refining Co. F-4 State Lease 797, Grand Isle Block 18. Oil Well. TD 10,495 feet, perfd. 10,105-170 feet. IPF 154.8 BOD on 1/8-inch choke. GOR 373-1. Gra. 25.1. Block 9, Grand Isle Area.

Lafourche Parish: The California Co. L-5 Louisiana State 1365, Bay Marchand Block 2. Oil Well. TD 6,621 feet, perfd. 4,576-88 feet. IPF 156 BOD on 16/64-inch choke, plus one-tenth of 1 percent water. Gas-oil ratio 291-1. Gra. 23.3. Block 3, Bay Marchand Area.

Lafourche Parish: The California Co. L-7 Louisiana State 1366, Bay Marchand Block 2. Oil Well. TD 6,729 feet, perfd. 6,004-035 feet. IPF 24 BOD on 48/64-inch choke, plus one-tenth of 1 percent water. Gas-oil ratio 458-1. Gra. 21.8. Block 2, Bay Marchand Area.

Lafourche Parish: The California Co. L-11 State Lease 1367, Bay Marchand Block 2. Oil Well. TD 4,430 feet, perfd. 4,058-70 feet. IPF 189 BOD on 12/64-inch choke. GOR 212-1. Gra. 26.9. Block 3, Bay Marchand Area.

Plaquemines Parish: Shell Oil Co. 3-A State Lease 2554, wildcat. Gas Well. TD 14,040 feet in STH, perfd. 8,378-87 feet. IPF 1,745,000 CF dry gas on 9/64-inch choke. Block 42, South Pass Area.

Plaquemines Parish: The California Co. 2 Calco-State Lease 978, South Pass Block 24. Oil Well. TD 8,900 feet, perfd. 8,132-52 feet. IPF 227 BOD on 9/64-inch choke, plus one-tenth of 1 percent water. Gas-oil ratio 723-1. Gra. 32.2.

Plaquemines Parish: Shell Oil Co. 28-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,040 feet, perfd. 8,767-76 feet. IPF 171 BOD on 14/64-inch choke plus one-tenth of 1 percent water. Gas-oil ratio 854-1. Gra. 31.5.

Plaquemines Parish: Shell Oil Co. 36 State Lease 998-Block 11, South Pass Block 24. Oil Well. TD 8,002 feet, perfd. 7,559-77 feet and 7,590-99 feet. IPF 226 BOD on 11/64-inch choke, plus one-tenth of 1 percent water. Gas-oil ratio 496-1. Gra. 32. Block 11, South Pass Area.

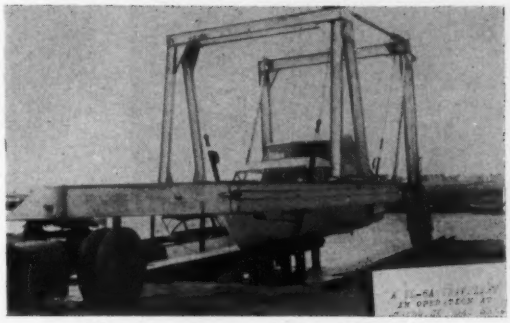
Plaquemines Parish: Shell Oil Co. 43 State Lease 998, South Pass Block 24. Dual Oil Well. TD 9,708 feet. Perfs. 9,570-78 feet, IPF 279 BOD on 8/64-inch choke. Gas-oil ratio 582-1. Gra. 38.4. Perfs. 7,845-55 feet, IPF 272 BOD on 10/64-inch choke, plus one-tenth of 1 percent water. Gas-oil ratio 363-1. Block 11, South Pass Area.

Plaquemines Parish: Shell Oil Co. 2 State Lease 1011, South Pass Block 27. Oil Well. TD 8,102 feet, perfd. 7,855-68 feet. IPF 276 BOD on 9/64-inch choke, plus one-tenth of 1 percent water. Gas-oil ratio 344-1. Gra. 24.3. Block 27, South Pass Area.

Plaquemines Parish: Shell Oil Co. 3 State Lease 2675, South Pass Block 30. New Gas Pay. TD 10,505 feet in STH, perfd. 7,968-74 feet. IPF 780 MCFGD on 1/4-inch choke. Dry gas. Shut in. Block 21, South Pass Area.

Plaquemines Parish: The California Co. 2 State Lease 2553, South Pass Block 41. Oil Well. TD 10,200 feet, perfd. 10,071-

MARINE TRAVELIFT



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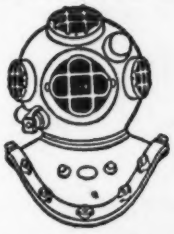

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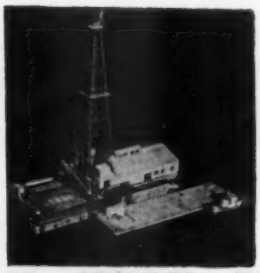

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099 feet. IPF 238 BOD on 7/64-inch choke. Gas-oil ratio 357-1. Gra. 34.3. Block 41. South Pass Area.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc. 1-C State Lease 1227, Breton Sound Block 32. Abandoned Location. Block 32 Breton Sound Area.

Plaquemines Parish: The California Co. 13 Louisiana State 1354-OCS 0383, Main Pass Block 69. Oil Well. TD 8,205 feet, perfd. 7,322-32 feet. IPF 127 BOD on 28/64-inch choke. Gas-oil ratio 930-1. Gra. 27.3. Block 68, Main Pass Area.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-D State Leasc 1268, Main Pass Block 47. New Gas Sand. TD 10,000 feet, perfd. 9,020-42 feet. IP, shut in. Block 47, Main Pass Area.

Plaquemines Parish: The California Co. 9 Louisiana State 1277, Main Pass Block 69. Dual Oil Well. TD 8,300 feet. Perfs. 8,138-61 feet, IPF 285 BOD on 8/64-inch choke. Gas-oil ratio 715-1. Gra. 31.2. Perfs. 6,120-32 feet, IPF 186 BOD on 9/64-inch choke. Gas-oil ratio 575-1. Gra. unreported. Block 68, Main Pass Area.

Plaquemines Parish: Continental Oil Co. (CATC) 8 State Lease 979, West Delta Block 53. Gas-Distillate Well. TD 12,606 feet, perfd. 12,446-454 feet. IPF 259 BOD on 11/64-inch choke. GOR 10,600-1. Gra. 48.3.

Plaquemines Parish: Humble Oil & Refining Co. 1-J State Lease 819 OCS 026, West Delta Block 30. Oil Well. TD 8,852 feet, perfd. 5,375-414 feet. IPF 112.8 BOD on 1/8-inch choke. GOR unreported. Gra. 23.9. Block 30, West Delta Area.

Plaquemines Parish: The California Co. 1 State Lease 2673, wildcat. Dry Hole. TD 12,500 feet. 24S 33E.

Plaquemines Parish: Humble Oil & Refining Co. 1 State Lease 2674-Block 22, wildcat. Dry Hole. TD 12,057 feet. Block 22 South Pass Area.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-B State Lease 2325, wildcat. Dry Hole. TD 6,505 feet Block 11, Breton Sound Area.

Plaquemines Parish: The California Co. 10 Louisiana State 1277, Main Pass Block 69. Oil Well. TD 5,950 feet, perfd. 5,808-24 feet. IPF 160 BOD on 9/64-inch choke. GOR 542-1. Gra. 27.4. Block 68, Main Pass Area.

Plaquemines Parish: The California Co. 7-F State Lease 1278, Main Pass Block 69. Oil Well. TD 7,952 feet, perfd. 6,068-84, 6,194-96 feet. IPF 276 BOD on 11/64-inch choke. GOR 276-1. Gra. 23.7. Block 69, Main Pass Area.

Plaquemines Parish: The California Co. C-2 State Lease 1069 OCS 0385, West Delta Block 30. Oil Well. TD 7,585 feet, perfd. 6,682-704 feet. IPF 204 BOD on 9/64-inch choke. GOR 358-1. Gra. 32. Block 29 West Delta Area.

Plaquemines Parish: Humble Oil & Refining Co. 6-E State Lease 1070, West Delta Block 30. Oil Well. TD 12,442 feet, perfd. 9,542-72, 10,606-620 feet. IPF 165 BOD on 1/8-inch choke. GOR 826-1. Gra. 33.8. Block 31, West Delta Area.

St. Mary Parish: Phillips Petroleum Co. A-2 (Dome A) OCS 0472, Eugene Island Block 184. Dry Hole. TD 5,885 feet. Block 184. Eugene Island Area.

St. Mary Parish: Humble Oil & Refining Co. 1 Federal OCS 0466, wildcat. Gas-distillate Well. TD 15,491 feet, perfd.

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14,500-530 feet. IPF 132 BCD on 1/4-inch choke. Gas-oil ratio 42,463-1. Gra. 49.6. Block 77, Eugene Island Area.

St. Mary Parish: Phillips Petroleum Co. 2 Eugene OCS 0474, wildcat, Eugene Island Block 128. New Pay Opener, Dual Oil Well. TD 7,321 feet. Perfs. 5,908-6,000 feet, IPF 222 BOPD on 12/64-inch choke, plus two-tenths of 1 percent water. Gas-oil ratio 504-1 Gra. 39.2. Perfs. 5,757-72 feet, IPF 294 BOD on 12/64-inch choke, plus three-tenths of 1 percent water. Gas-oil ratio 641-1. Gra 38.3.

St. Mary Parish: Magnolia Petroleum Co. 2-J State Lease 691, Eugene Island Block 126. Dual Oil Well. TD 9,104 feet, Perfs. 8,392-404 feet, IPF 285 BOD on 8/64-inch choke. GOR 768-1. Gra. 37.6. Perfs. 6,232-44 feet, IPF 258 BOD on 9/64-inch choke. GOR 514-1. Gra. 37.2.

Terrebonne Parish: Ocean Drilling & Exploration Co. 2 State Lease 1527, Ship Shoal Block 67. New Pay Opener. TD 12,344 feet, perfd. 9,792-800 feet. IPF 104 BOD on 8/64-inch choke. Gas-oil ratio 6,856-1. Gra. 42. Block 67, Ship Shoal Area.

Terrebonne Parish: Magnolia Petroleum Co. 4-A State Lease 777, Ship Shoal Block 113. Temporarily Abandoned. TD 5,722 feet. Block 113, Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. 3-A OCS 0419, Ship Shoal Block 154. Oil Well. TD 6,130 feet, perfd. 5,194-212 feet. IPF 177 BOD on 9/64-inch choke. Gas-oil ratio 349-1. Gra. 30.1 Block 150, Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. 3-C Block 154 OCS 0420, Ship Shoal Block 154. Dual Oil Well. TD 8,012 feet. Perfs. 7,218-40 feet, IPF 192 BOD on 9/64-inch choke. Gas-oil ratio 357-1. Gra. 31.5. Perfs. 6,578-96 feet, IPF 217 BOD on 10-/64-inch choke, plus two-tenths of 1 percent water. Gas-oil ratio 406-1. Gra. 31.7. Block 154, Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. 4-A OCS 0419, Ship Shoal Block 154. Dry Hole. TD 5,910 feet. Block 150, Ship Shoal Area.

Vermilion Parish: Union Oil Co. of California 1-A Federal Lease OCS 0297, wildcat. Abandoned. TD 10,460 feet. Block 26, Vermilion Area.

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Oil Man's Calendar: 1956

JUNE

3-8 Society of Automotive Engineers, summer meeting, Chalfonte-Haddon Hotel Atlantic City, N. J.

6-8 American Society for Quality Control, tenth annual convention, Palais du Commerce, Montreal

10-15 American Petroleum Institute, Production Division midyear standardization conference, Brown Palace and Cosmopolitan Hotels, Denver

11-15 American Institute for the Advancement of Science, Gordon Research Conference on Catalysis and Petroleum, Colby Junior College, New London, N. H.

13 Pennsylvania Grade Crude Association, thirty-third annual meeting, Bradford, Pa.

17-22 American Society for Testing Materials, annual meeting, Chalfonte-Haddon, Atlantic City, N. J.

17-23 World Power Conference, Vienna

21-22 Western Petroleum Refiners Association, regional technical—industrial relations meeting, Broadview Hotel, Wichita

21-23 American Association of Petroleum Landmen, annual convention, Denver

26-29 Canadian Gas Association, Manoir Richelieu, Murray Bay, Que.

28-30 Rocky Mountain Oil and Gas Association, board of directors, Hotel Utah, Salt Lake City

JULY

9-11 American Gas Association, American Petroleum Institute, Canadian Petroleum Association, committees on natural gas reserves, Banff, Alberta

17-27 Program on Recent Advances in Catalytic Polymerization, Massachusetts Institute of Technology, Cambridge, Mass.

AUGUST

2-4 Rocky Mountain Mineral Law Foundation, Second Annual Institute, University of Colorado, Boulder

27-29 Sixteenth Annual Gas Measurement Short Course, West Virginia University, Morgantown, W. Va.

SEPTEMBER

9-12 Independent Natural Gas Association of American annual membership meeting, St. Anthony Hotel, San Antonio, Texas

11-13 Pacific Coast Gas Association, annual meeting, Coronado, Calif.

13-15 Chemical Institute of Canada, third Western Regional Conference, Edmonton, Alberta

17-21 Instrument Society of America, eleventh annual international instrument-automation conference and exhibit, New Coliseum, New York City

20-21 Western Petroleum Refiners Association, regional technical-industrial relations meeting, Hotel Henning, Casper, Wyo.

20-21 Mid-Continent Oil and Gas Association, Louisiana-Arkansas division, annual membership meeting, Roosevelt Hotel, New Orleans

24-26 American Society of Mechanical Engineers, petroleum mechanical engineering conference, annual meeting, Statler-Hilton Hotel, Dallas

26-28 Rocky Mountain Mineral conference, American Institute of Mining, Metallurgical & Petroleum Engineers, Newhouse Hotel, Salt Lake City

OCTOBER

2-3 Texas Mid-Continent Oil and Gas Association, thirty-seventh annual meeting, Rice Hotel, Houston

7-9 American Association of Oil Well Drilling Contractors, annual meeting, Texas Hotel, Fort Worth

14-17 American Institute of Mining, Metalurgical & Petroleum Engineers, Petroleum Branch, fall meeting, Biltmore Hotel, Los Angeles

15-17 American Gas Association, annual meeting, Atlantic City, N. J.

18-19 Western Petroleum Refiners Association, regional technical-industrial relations meeting, Rufus Garrett Hotel, El Dorado, Ark.

22-24 Rocky Mountain Oil and Gas Association, annual convention, Cosmopolitan Hotel, Denver

29-Nov. 1 Society of Exploration Geophysicists, national convention, New Orleans

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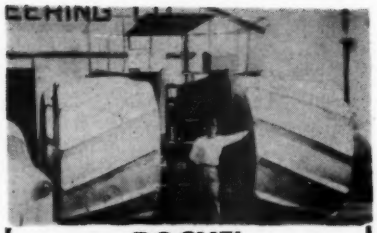

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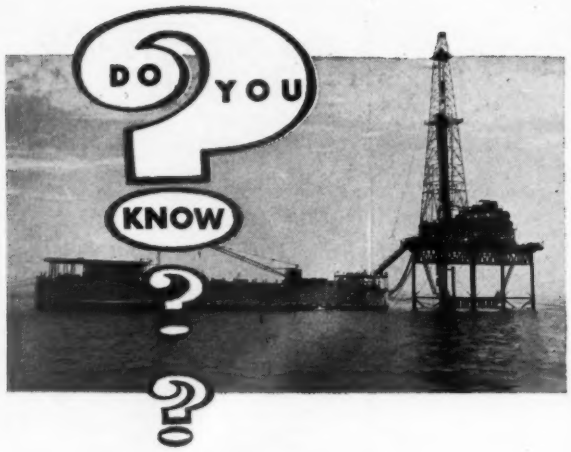

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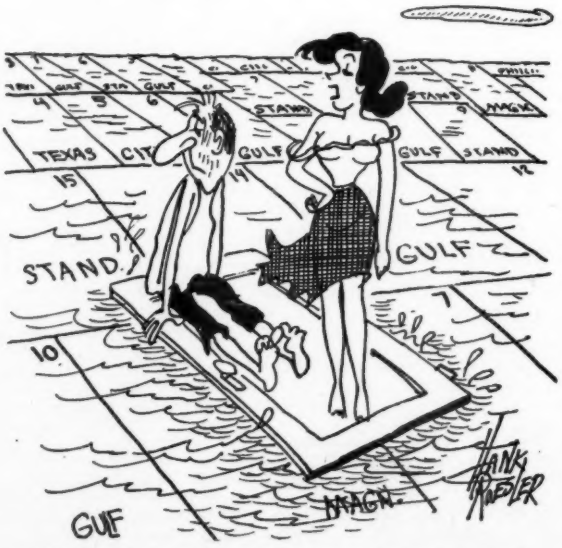
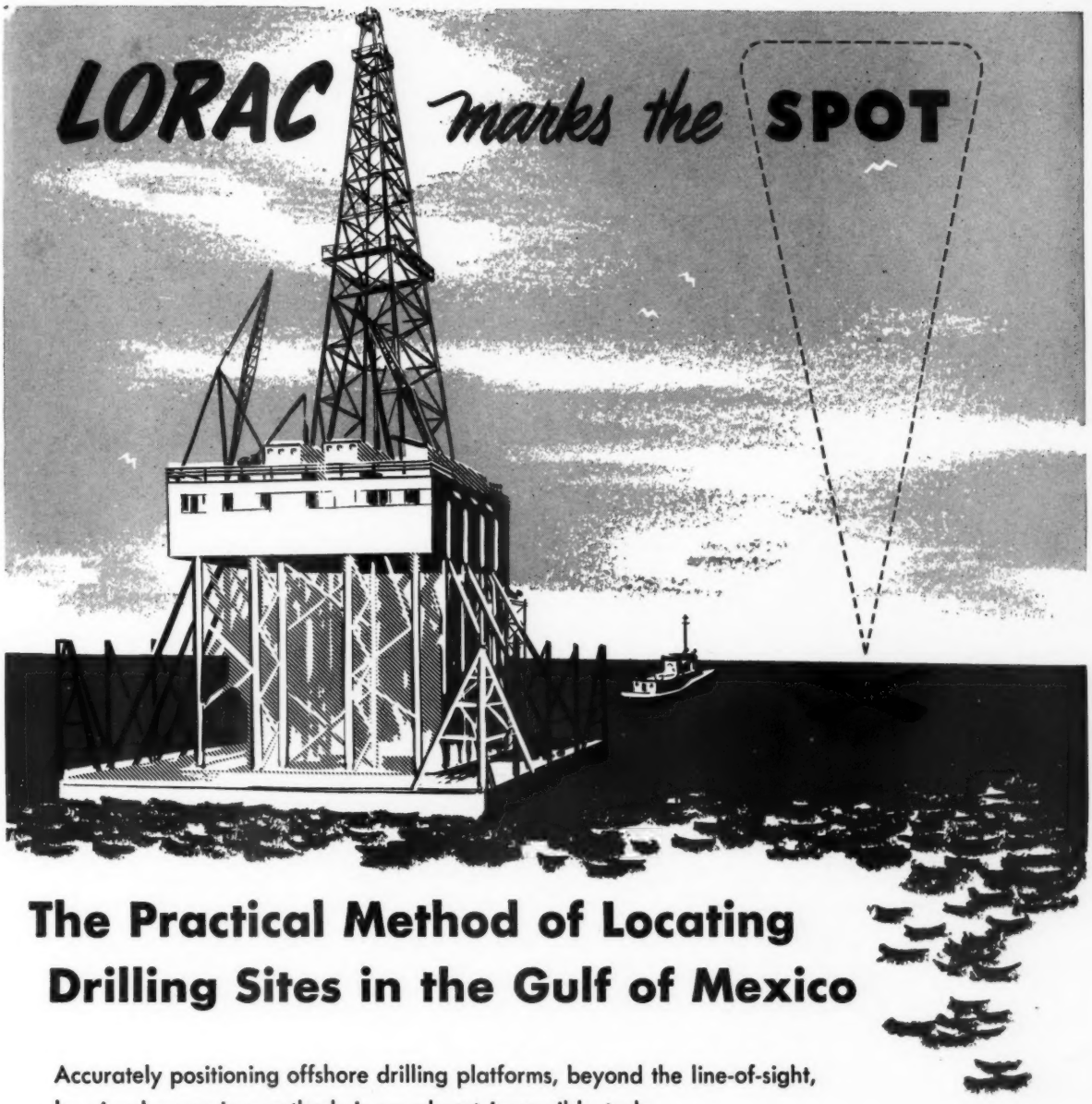
The astonished circus owner turned to the roughneck and said: "Well, young man, do you thing you can top that?"

"Sure," replied the roughneck, eagerly. "Just get the lion out of the cage!"



"I thought you said these were uncharted waters!"



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